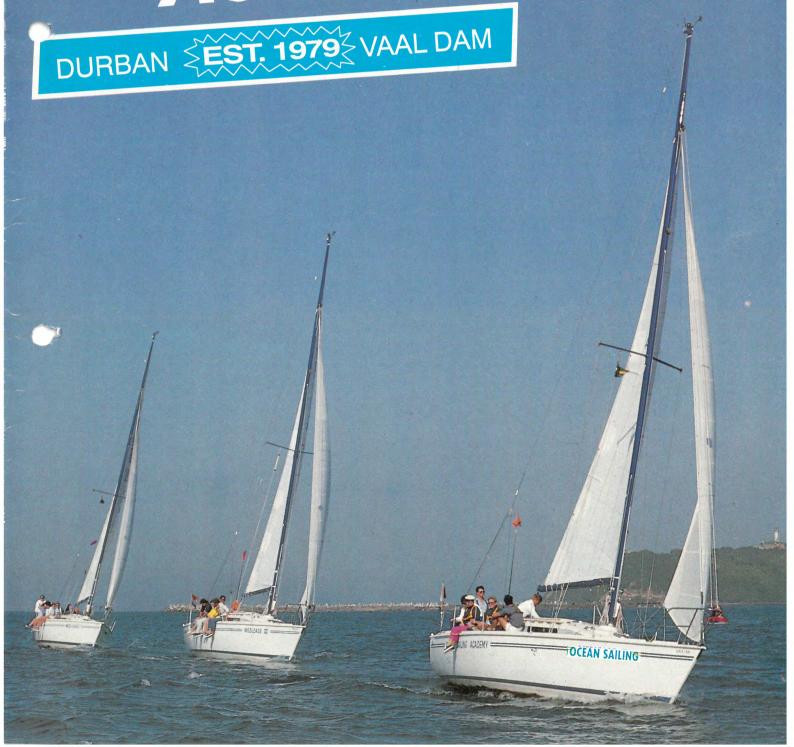
Chris & Libby Bonnet's

Ocean Sailing

Academy





For bookings return to:

Ocean Sailing Academy, 38 Fenton Road Durban 4001 or phone (031) 3015726/66/76 Fax: (031) 3071257

Although little compares with the sheer exhileration of sailing on the open sea, the spray of your bow wave, the slap of halliards and crack of the spinnaker in the wind – there is so much more.

There's the satisfaction of knowing that the confidence and skill you have developed will stay with you always – along with the memories shared among crew members whose camaraderie you'll remember long after the cruise.

Sailing is one of the few sports that can be enjoyed by anyone. No matter whether you're young or not so young, whether you just want to potter or experience the challenge of an ocean crossing or the thrill of racing – sailing can offer it all

But most important – it's the sport that really makes the world your oyster. Your passport to the fun and romance of places most people only dream about – remote islands, great international ports and the freedom to choose a lifestyle of endless holiday. Or at very least, the chance to set sail for adventure when next you want to get away from it all.

And as South Africa's premier sailing school, the Ocean Sailing Academy promises you a holiday with such a difference. The courses we offer in Durban, Hout Bay and Vaal Dam are approved to Yachtmaster ocean level by the Cruising Association of South Africa and the South African Yacht Racing Association. What's more, the course completion certificates awarded are recognised world-wide.

The Academies have fully equipped lecture theatres complete with modern teaching aids such as training videos, magnetic boards and slide presentations. Our sophisticated training infrastructure, built up over the last 10 years, is equal to the best in the world.

Our students enjoy the privilege of the shore facilities of the Point, the Royal and the Hout Bay Yacht Club for meals and showers, where you are able to rub shoulders with the local and international yachting fraternity.

Our fleet of yachts are fitted with the latest navigation equipment and maintained to the highest standards. Moored on the new 'walk-on' marinas gives safe and easy access to the yacht clubs and city centres together with full security. You 'live' in an exciting, total sailing environment during your course.

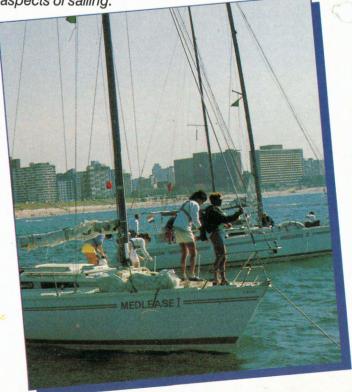
All yachts used by the Academies comply to the last detail with the Department of Marine Transport safety regulations and are in superb condition. All safety equipment is provided, including life jackets and safety harnesses. So you will learn to sail on proven ocean-going craft.

The Academy's instructors are carefully selected by Chris and Libby Bonnet and are leaders in their field. With the highest qualifications, they are hand-picked for their experience, knowledge and quiet teaching ability.

So, join us and extend your skills with our Academy. Whatever level, you will have an edge no-one else can give you – the advantage of training with the school that is recognised as the very best.

YACHT HAND COURSE (C.A.S.A.)

The course is aimed at beginners, inland sailors and offshore novices and runs over five consecutive days or two weekends. You sail every day and will emerge as an experienced, useful crew member on any ocean-going yacht. The curriculum includes the principle of sailing, emergency procedures, basic navigation, knots and splices, anchor drill as well as all general aspects of sailing.



MEDLEASE III OCEAN SAILING ACADEMY

YACHT SKIPPER COURSE (C.A.S.A.)

This is a more advanced course for those with some sailing experience and the emphasis is placed on coastal navigation and advanced seamanship.

Having completed this course you should be competent enough to take charge of an offshore yacht in daylight conditions and in reasonable weather.

The curriculum includes advanced coastal navigation, tides and currents, the international bouyage system, radio procedure, ships lights, spinnaker drill, towing techniques, picking up and leaving moorings etc.

The theoretical side is fully comprehensive and is sufficient to qualify you for the Port Authorities Pilot's Exemption requirement for pleasure craft.

GENERAL INFORMATION

Although all courses provide the fun of live-aboard accommodation – you may wish to stay ashore with friends or ask about the Academy's Durban apartment. Courses start each morning at 8.30 am and finish at 5 pm, leaving your evening free. The courses run from Monday to Friday, unless you choose the two weekend or the Wednesday to Sunday option.

All you need to bring with you is your clothing (and we do suggest that you pack warm clothes, no matter what time of the year – it can be surprisingly cold on water!)

We do not recommend that children under the age of 12 enrol in our courses.







COASTAL SKIPPER COURSE (C.A.S.A.)

These courses are for the advanced yachtsman. Each is designed as an intensive, practical, navigational exercise giving student skippers overnight sailing experience and the opportunity to learn practical seamanship skills on a coast renowned for its bad weather and notorious Agulhas current. An invaluable learning experience – in fact, over 100 successful coastal voyages have been completed.

Sail between Durban, East London and Knysna or Hout Bay and Saldanha Bay.

INDIAN OCEAN ISLANDS LONG DISTANCE YACHTMASTER CRUISES

Join us on a return cruise to Mozambique Islands – 1400M. Practise your celestial navigation – learn to avoid the pitfalls of sailing amongst coral reefs. These courses give the aspirant sailor a thorough background on ocean sailing – an excellent way to prepare yourself for a long distance voyage and qualify you for your Yachtmaster grading.

DURBAN/EAST LONDON, KNYSNA OR HOUT BAY/SALDANHA BAY RUN

An outstanding course for students wanting advanced coastal skipper experience.





We participate in all the major Ocean Races around our coastline – CRYSTIC, ROTHMANS, VASCO DA GAMA, BEACHCOMBER MAURITIUS. You're welcome to join in the challenge.

THEORY COURSES

Shore-based courses up to Yachtmaster level are held in Durban and Johannesburg on a regular basis. This enables beginners or experienced yachtsmen to study and brush up on their theory to the highest level.

Course completion certificates are awarded to successful candidates – courses held over weekends only.

Over 1500() students have passed through our Academy. Many of these graduates are cruising around the world or have raced their own yachts over long distances.



Let the Ocean Sailing Academy with its unique training infrastructure help make your sailing dream become a reality. Book now for a 'Wonderful Week in the World of Sail' – Durban, Hout Bay or Vaal Dam.

SEAMARK – The Academy's Nautical Shop

We supply a wide range of yacht clothing and shoes; foul weather gear; navigational equipment and have the largest selection of yachting books in the country.



At the age of 14, my father bought me a small 14 foot sailing dinghy that started a romance with the sea which has never left me. Since then, I've sailed dinghys, offshore racing yachts and Americas Cup 12 metre racers.

Yet there has always been a burning desire to share my experience with others, so it was no surprise when Libby and I began our Sailing School 10 years ago on a small 31 footer 'Pursuit' – built by ourselves. In our first year of operation we trained only 60 students. But as our courses and the Academy gained recognition and respect, so we grew.

And so did the need to provide larger and better equipped yachts which we have continually updated. So you will always sail on only the best craft with sea-proven capabilities.

Today over 1000 students pass through the Academy every year. Some for a week's holiday with a difference; some, the seasoned sailors, for

> necessary upgrading; some in search of their 'boarding pass' to the world of sail. And then some to fulfill life-long dreams centered around tropical islands.

We believe an important ingredient of our success is the incorporation of thorough instruction with a week's vacation.

I am extremely lucky to have Libby, an accomplished sailor (who likes to call herself the Admiral) in the office manning the front of house and nautical

shop. It is our personal approach to each student's needs that I believe makes our Academy unique.

This is just one more reason why we invite you to join us to enjoy this 'wonderful week in the world of sail'.

Chris Bowel

CHRIS BONNET

AHOY!

Welcome to South Africa's Premier Sailing School - the OCEAN SAILING ACADEMY - thank you for your enquiry. We are delighted to be part of your sailing dreams. Our brochure will, I hope, answer all your questions and whet your appetite to join us for an exciting week in the world of sail. We hope that whilst you are learning the basic skills you will enjoy a holiday that is totally different.

If you have never sailed before or have limited sailing on dinghies or keel boats we advise you to start at "Yacht Hand Level" which will teach you all the basic skills to become a competent crew member. If you have attended our Yacht Hand Course or have had some experience at sea either as a skipper or a crew member you should be ready to attend the "Skippers Course". Other courses available are shown on the following pages under the heading Courses Offered.



In addition; don't forget our very exciting, intensive Yacht Captains course which runs over 5 weeks which gets you up to C.A.S.A. Coastal Skipper level including Yacht Hand, Yacht Skipper, Maintenance, Electrics, Electronics, First Aid and over 800 Nautical Miles! This is an ideal opportunity for you to gain a worthwhile qualification and earn dollars and pounds overseas. With this "Ocean Sailing Academy Passport", the world is your oyster! Also very popular with yachtsmen intending cruising!

Sailing is a sport that does demand certain disciplines but we do ensure that you will enjoy yourself whilst learning. We have been teaching for the last 15 years and have a professional team of Instructors, headed by Colin Schwegman. They are leaders in their field, all hand picked for their experience, knowledge, patience and teaching skills, so we know that you will have an edge that no one else can give you.

So whatever your sailing dreams - let us be a part of them. Ring us now - we look forward to hearing from you and having you aboard for a "wonderful week in the world of sail"!

Please contact Libby or Celia, for further information.

Kind Regards

Celier Coloman.
CHRIS BONNET

Y Principal

to hope to have you aloods soon!

PS: Don't forget our Yacht Brokers "Ocean Yacht Sales", ready to assist you in your yacht purchase! SAME PLACE! SAME PHONE NUMBER! Ask for Roger England. He has have been cruising for 8 years and has a wealth of information and good advice!

SPECIAL NOTE

Ocean Sailing Academy was established in 1979 by Chris and Libby Bonnet and has, over the years, established a reputation for the highest standards of seamanship, safety and quality of tuition.

The Academy and Courses are approved by the "Cruising Association of South Africa" (CASA) and our Instructors are carefully selected for their competence and teaching ability.

We cater for all levels of experience and ability from complete beginners and family groups who have never set foot on a yacht before, to experienced yachtsmen preparing for Yachtmaster examinations.

Ask about group discounts and package deals. All costs include course materials and live aboard accommodation, but exclude food and incidentals.

NOTE:

The objective of all courses at the higher level is to prepare candidates for the various external examinations by CASA, or Port Authorities. Course Completion Certificates are issued on satisfactory completion of each course; but are not a substitute for external exams by relevant authorities where required. (The first external exam is usually taken only at Coastal Skipper level.)

Students are encouraged to live aboard for the duration of the course and experience the camaraderie of shipboard life. In addition, for R15 for each course, temporary membership of the Point Yacht Club is extended to you allowing use of their facilities. Sailing is a great deal of FUN and some marvellous friendships are made in this environment.

WE ALSO RUN SPECIALLY TAILORED COURSES FOR GROUPS INCLUDING SCHOOLS, CORPORATE GROUPS, TEAMBUILDING, ETC. PLEASE ASK FOR PARTICULAR DETAILS ON THE ABOVE.

IN ADDITION DON'T FORGET WE HAVE SPECIALISED INFORMATION PERTINENT TO OUR 5 WEEK "YACHT CAPTAINS" PROGRAMME FOR THOSE WHO REQUIRE TO WORK OVER SEAS IN THE CARIBBEAN AND MEDITERRANEAN. PLEASE PHONE IF YOU REQUIRE THIS TO BE SENT TO YOU AS WELL. IF YOU INTEND DOING EXTENDED CRUISING, THIS COURSE IS AN ABSOLUTE MUST FOR YOU AND ALL MEMBERS OF THE FAMILY.

* QUESTIONS YOU MAY ASK *

HOW DO I BOOK?

Decide on course and dates and just pick up the phone.

Fill in application form and return immediately with 50% deposit.

Deposits can be paid by cheque, bank transfer or credit card. Just phone your number through to us or return the application form with your details.

Only on receipt of the deposit is your booking totally secure. We will then send a confirmation letter with details of meeting point, clothing etc.

NO REFUNDS ON DEPOSIT!

Once paid these are not refundable.

DO WE GO OUT TO SEA?

Yes, weather permitting of course. After your hour long lecture it's out on the "ocean blue" where you put the theory into practice.

CLOTHING TO BRING?

Very casual, comfortable and cool. Essential to have anorak and sailing shoes. Pack lightly in a tog bag. Wet weather gear supplied if necessary. Longs and collared T-shirts in evening for men.

ACCOMMODATION?

Stay aboard - fun and part of the experience. Bring a sleeping bag: pillows are provided; otherwise make your own plans or ask about hotels close by.

PUPILS PER BOAT?

Ideally six for maximum group dynamic but never less than four or more than seven.

AND FOOD?

Excellent breakfast and dinners available close by at numerous inexpensive restaurants, and of course the Yacht Club - with its ladies bar and full facilities at your disposal. For lunch on board, bring your own packed food, or buy from the tea room.

IS SEASICKNESS A PROBLEM?

Naturally we chat about this on day one. However, very few people are permanently affected. Suggest you get advice from your chemist - most pupils use Valoid, Sturgeron, or Scopoderm (ear plasters)

SAILING SHOES?

This is an important safety measure; must have non-marking rubber soles with good grip. Wear them on the boat only please. They can be purchased from our shop.

COME ALONE?

Surely, we will slot you into an existing group which is never a problem. About half our pupils are women and ages range from 12 up. Or book as a family group - Such fun!!

WHAT ABOUT PARKING?

No problem. We give you a sticker on arrival and your car will be in the enclosed Yacht Club parking vary close to us and the Marina. If necessary; phone the Esplanade Garage for covered parking arrangements (031 - 3015172)

MANUALS?

The Yacht Hand and Yacht Skipper Manual is given to you on the first day of your Yacht Hand Course. Essential at Yacht Skippers level to read through your course manual before you start so if you haven't got one, we will send it to you. Just let us know.

WHERE ARE THE YACHTS?

On the security controlled walk-on Marina at the Yacht Mole. Easy access to the Club, restaurants and Academy.

DO I GET A CERTIFICATE?

Yes, one from the Academy, and a recognised course completion certificate form the Cruising Association of South Africa - that is after you have written the qualifying one hour internal exam and passed the practical! Remember that you may still wish to face a C.A.S.A external examiner for your full Certificate of Competence. Most pupils only do this after receiving their Coastal Skippers course completion certificate from us. (ie. level 3)

DOES OCEAN SAILING ACADEMY DO OUR FINAL GRADING?

No! Our internal exams are there to ensure that you have reached the correct standard. Your full Certificate of Competence can only be obtained by being adjudicated by a C.A.S.A examiner.

DURBAN OPERATORS CERTIFICATE?

Please liaise with our office as this procedure is complicated and is related to your sailing experience. Suggest you phone us well before your Yacht Skippers course as planning takes time. Remember the D.O.C. curriculum is automatically covered at our Yacht Skipper level so students try and organise too do this D.O.C immediately after the course.

DATES: WHEN CAN I COME?

Every week or weekend as there are 5 boats and we are flexible to fit in with you. Most popular starting dates are Monday or Wednesday or 2 weekends.

CAN I GO STRAIGHT INTO A YACHT SKIPPERS COURSE?

Not possible if you have no previous sailing experience, However, if unsure, just give us a ring and we will help you decide.

WHAT IS MY DAILY PROGRAMME?

Yacht Hand/Yacht Skipper - starts at 8:30 for daily lecture at the Academy and sailing from 10 - 5 pm night approach - weather permitting. On the 5th and final day the course ends at about midday which gives you plenty to tipe to travel home. The 4 day course ends at 6 pm on the fourth night.

C.A.S.A EXAMINATIONS?

Phone for various details. We will assist you as best we can.

AS A SERIOUS SAILOR?

What is the minimum experience needed to sail off into the blue? The external C.A.S.A Coastal Skipper grading will enable you to sail in coastal regions. Then Yachtmaster Offshore or Ocean for further afield.

COASTAL TRIPS?

First day - briefing, victualling and - weather permitting, we sail. Pupils are involved totally in all aspects of seamanship, navigation, watchkeeping, cooking etc. If we cannot reach the stated destination we will do our best to cover the relevant mileage. These course are not booze cruises, but a serious, involved sailing trip in which pupils take full part under guidance of an Instructor. Attendance does not necessarily mean that a certificate of competence will be awarded - you will be adjudicated by the Instructor.

WHAT IS C.A.S.A?

This is the Cruising Association of South Africa, the controlling body of all sailing in South Africa. Naturally our courses comply exactly to their standards.

COURSE COSTS

&

DETAILED PROGRAMME

PLEASE READ THIS VERY CAREFULLY IF YOU ARE INTERESTED IN GAINING THE HIGHEST C.A.S.A. QUALIFICATIONS - or need to know the full structure of all courses. We have tried to make this as comprehensive as possible to assist the serious sailor. I think it will answer most of your questions.

OCEAN SAILING ACADEMY - COURSES OFFERED

A C. A. S. A. COURSES

These courses follow the curriculum laid down by the Cruising Association of South Africa to internationally recognised standards.

ACCOMMODATION ON BOARD INCLUDED (except Yachtmaster Ocean).

COURSE NAME AND TARGET GROUP	CONTENT AND OBJECTIVES	STRUCTURE	DURATION	COST As from 1.2.95
YACHT HAND (A Fun filled "hands on" 4-5 days). This is complete beginners, families or those with limited experience. Also for sailors from inland waters.	The first rung on the sailing ladder. Introduction and practice in the basics of preparation for sea, boat handling, deck work, emergency procedures and basic navigation. (For the serious sailors or the novice just wanting a fun experience).	8.30 - 5 pm Daily lectures on the theory lasting 1½ hours. Then practical sailing at sea or in harbour (if poor weather).	4/5 days or two consecutive weekends.	R 1325 (Students R 790) 10% discount for 2 adults
YACHT SKIPPER Ideally Yacht Hand graduates but also for those with extensive experience but with no formal training, wanting to be properly qualified.	To provide aspirant skippers with instruction in the theoretical and practical knowledge required to be examined for C.A.S.A. Skipper Local Waters. Remember: This course more than covers you to sit the Durban Operators Certificate.	8.30 - 5 pm Daily theory lectures lasting 2hrs. Practical sailing at sea in all weather. Night exercise. I	4/5 days or two consecutive weekends	R 1325 (Students R 790) 10% discount for 2 adults
COASTAL SPERS & YACHT MASTER OFFSHORE	Please read Page 6 for Practical Experience needed. C.A.S.A. requires certain mileage and night watchkeeping hours before writing the exam. There are various options.	Practical mileage built onto the theory already established above. External C.A.S.A. exam theory and practical.	See Page 5	Various see Pg 6
YACHT MASTER OCEAN Holders of C.A.S.A. Yachtmaster Offshore who wish to upgrade.	Shorebased initial instruction by a qualified instructor in Celestial Navigation (this subject is too vast and requires much practice to be fully mastered in a short time).	Theory only External theory exam only.	5 days or two consecutive weekends. (Shorebased)	R 1190

B PRACTICAL EXPERIENCE

Having been instructed in a formal course, students will wish to gain practical experience or log mileage and/or night hours to qualify to sit C.A.S.A. examinations. These are structured courses at sea enabling you to put into practice the training at your own particular level:

Yacht Handlers may only wish to work the boat, change sails and stand watches, while aspirant Skippers will also wish to be fully involved in navigation, passage planning, pilotage and decision making. Supervision by a suitably qualified instructor at all times and a maximum of six students per vessel. Arrival at a destination is not guaranteed as the weather always has the final say. The main object of the exercise is to gain mileage which we will cover. Costs exclude food, shoreside expenses and visas or foreign entry taxes.

ACCOMMODATION INCLUDED ON BOARD

PREFERRED DESTINATION	MILEAGE AND PROBABLE NIGHT WATCHKEEPING HOURS	DURATION - INCLUDING PREPARATION & CLEAN UP WEATHER PERMITTING	COST
RICHARDS BAY	± 200nm and 8 hours	4 days	R 1325
EAST LONDON	± 500nm and 18 hours	7 days	R 1575
MAPUTO/ INHACA ISLAND	± 500nm and 18 hours Enjoy a few days at anchor off the Island.	14 days	R 3000 (excl. visas)
BAZARUTO	± 1500nm. Visit the tropical islands of Bazaruto, Santa Carolina and Margaruque. The adventure of a lifetime!	21 days	R 4500 (excl. visas)

Voyages to other destinations can be arranged if demand warrants. Why not get a group of friends together?

C EXTRA PRACTICAL

(For those who feel they require more sailing before taking their next course or their C.A.S.A. course).

ACCOMMODATION INCLUDED ON BOARD

NAME	OBJECTIVE	DURATION	соѕт		
DAY SAILS Group bookings, min x 3 max x 7	See what sailing is all about and have a fun day at sea.	9 - 4 pm No accommodation	Day sails:- R400 min per boat. Or R70 per person.		
WEEKEND SAILING Group bookings only, min x 4, max x 7	Join us Friday night and spend 2/3 nights on board enjoying day sailing. Overnight sailing can be arranged during this time. An excellent way to enjoy a long weekend with such a difference!	2/3 nights.	R 3000 per boat or R2500 if you arrive on Sat am only.		
WATCH LEADER COURSE	Ideal for out-of-towners who do not have access to a boat and who have completed the Yacht Hand course and don't feel ready to tackle the Yacht Skipper course yet.	2 Day programme	R500 p.p.		
YACHT SKIPPER PART II	For pupils who have completed the Yacht Skippers course not ready for a coastal trip and wanting to consolidate their skills and move on to more advanced navigation, sail trim etc, Includes a full overnight sail.	4 days or two consecutive weekends.	R 1325		
OVERNIGHTS Group bookings only Min x 4, Max x 6	To enable candidates for C.A.S.A. exams to gain mileage and night hours towards the required qualifying experience. Fits into one weekend so no need to use up valuable leave.	2 days - usually over weekends	R 500 per person		
BASIC RACE, CRUISING TECHNIQUES	An effective crew member on a racing yacht needs agility, experience economy of movement and SPEED. Build on your Yacht Hand skills with indepth training: foredeck, cockpit, sail trim, sail changes, spinnakers, tactics, starting, upwind and downwind sailing etc.	4 days or two consecutive weekends	R 1190		

5 WEEK LIVEABOARD INTENSIVE YACHT CAPTAINS COURSE

ACCOMMODATION INCLUDED ON BOARD

with the necessary skills to earn a living in the vast overseas leisure boating industry. Your passport to earn tax free Dollars and Sterling in the Caribbean and Mediterranean. Instruction to Coastal Skippers level. At the end of this you will be well able to write your C.A.S.A. external exam at Coastal Skipper level. Also very popular for boat owners intending cruising. YACHT CAPTAINS 2 days intensive instruction on Celestial		5 weeks Enquire for full brochure with the details and daily structure.	R 6.895
YACHT CAPTAINS PART II	2 days intensive instruction on Celestial Navigation in class room, followed by a 1500 nm passage and your external C.A.S.A. Yachtmaster Exam.	3 weeks Enquire for further details.	R 4000

E. SHOREBASED EXAM PREPARATION (Theory)

D

Open only to pupils who have logged the relevant mileage and night WATCHKEEPING hours and whom we have assessed as having achieved a level of expertise which will ensure a pass.

We offer a day-long refresher course, arrange all the exam dates and provide the vessel for the practical where applicable. Costs include all relevant fees: no hidden expenses.

ACCOMMODATION CAN POSSIBLY BE ARRANGED ON BOARD

QUALIFICATION	NATURE OF EXAMINATION	DURATION	COST
DURBAN OPERATORS CERTIFICATE Remember, after our Yacht Skipper course you will be 100% ready.	Oral evaluation by Port Liaison Officer after initial assessment by Durban Offshore Committee in evening (Must have your radio Licence)	1 day course	R 250
CASA COASTAL SKIPPER Including external exam	Refresher course at Ocean Sailing Academy and external C.A.S.A. written exam (3hrs) plus the practical exam on our boat (3hrs)	3\4 days	R250 per day excl. C.A.S.A. costs
CASA YACHTMASTER OFFSHORE	Theory refresher at Ocean Sailing Academy and C.A.S.A. written exam (5hrs)	2 days	R500

APPLICATION

Please complete and return with your deposit as soon as possible.

* I UNDERSTAND DEPOSITS ARE NOT REFUNDABLE *

TODAYS DATE:			
COURSE REQUIRED:			
FULL NAME & ADDRESS:			
		,	
PHONE NO: (H)	(W)	(FAX)	
OCCUPATION:	AGE:		
SAILING BACKGROUND:			
ARE YOU A BOATOWNER?			
	MEANS OF PAYME	ENT	1
Enclosed please find my non-r Being half of the full fee of R _	efundable deposit che	que for R	
OR			
I would like to pay my deposit	using my credit card (most people do this).	
CARD:	(not American E	xpress or Diners pse)	
NUMBER:	Expiry dat	e:	
EXACT NAME OF CARD HOL	DER:		
SIGNATURE:			

OR

BANK TRANSFER:

Our banking details will be supplied by phone, on request, then please fax through the deposit slip with your application form.

CONGRATULATIONS



YOU HAVE WON

A FREE

YACHT SKIPPERS COURSE

WITH THE

OCEAN SAILING ACADEMY

ENJOY A WONDERFUL WEEK

IN THE WORLD OF SAIL...

PLEASE GIVE CELIA A RING FOR DATES!

SCHOOL



A WARM WELCOME to you all, and we are delighted to have you folk aboard for some fun in the sun and lots of 'BLUE WATER SAILING'.

You will have a briefing at 0830 this morning to explain the full programme, however, here is the daily schedule to assist you in your planning:

DAILY: 0830 - 1000hrs Lecture at the Academy

1000 - 1630 hrs Sailing time, and daily race in the Bay

1630 - 1700 hrs Docking and clean-up

MONDAY evening 5:30 - 6:00 - Video at the Academy

6:00 - Drinks at the Club

TUESDAY evening 5:30 - 6:00 - Video at the Academy

WEDNESDAY evening 5:00 - 8:00 - Evening sail in the Bay

THURSDAY 10:00 - 3:00 - Resource Management

exercises

5:00 - 6:00 - Results at O.S.A.

7:00 - Dinner at Point Yacht Club,

courtesy of Chris and Libby

(Set menue)

FRIDAY 8:00 - 8:30 Boat inspection

8:30 - 10:00 Exam 10:00 - 11:15 Video

11:30 Results, certificates

and farewell.

ENJOY YOUR WEEK IN THE WONDERFUL WORLD OF SAIL

AHOY!

Thank you for joining us at the Academy. We do hope that you will really enjoy your sailing with us. We aim to make it a fabulous experience for you. To enable you to make the very most of your time with us, please read these notes carefully:



HELPFUL HINTS

CLUB MEMBERSHIP

This is a privilege extended to you. Please observe all the rules and enjoy it's facilities. Any complaints, please see your Instructor. NB Your membership cards must be kept on you at all times for entrance to the Club and walk-on marina. The following points must be borne in mind:

- a. Use of the Club facilities are a privilege, and not a right, which has been courteously extended to the Principal of the Academy to assist pupils.
- b. Standards of good behaviour and dress of Club rules must be adhered to at all times. After 1900 in the lounge and dining room smart casual dress long trousers for men.
- Any temporary members misusing Club facilities, or being discourteous to Club employees, will have this membership curtailed and may be denied to use the Club facilities in future.
- d. Parking pupils must park their cars in the far parking area.

 Temporary permits must be displayed and please note that security is not provided at night.

CAMARADERIE/COMPATIBILITY

Please help your Instructor - it's not always easy to 'gel' a class and the old adage applies "one gets as much as one gives". The success of living in the closed confines of a yacht depends largely on each individual's attitude. We want the week to go smoothly and for you to get the maximum benefit and fun, we need your total co-operation.

WET WEATHER GEAR

These will be issued to you if necessary. Please keep and return on the last day in same condition neatly rolled and tied.

4. BOAT INSPECTION

This will take place daily as the Instructor steps on board. Final clean up and handing back of the yacht will be on the last day at 0800 to 0830. Always leave the yacht with hatches closed and moorings lines secured. Remember the steps/stowage areas are included in your inspection.

5. EXAMINATION

Yacht Hand and Yacht Skippers write an exam on the 5th day, followed by a rope lecture. Then the exams are marked, results and certificates are issued and finish at noon. Weekend course write exams on Day 4 with results and certificates to follow.

6. SHOP

Any articles purchased may be logged din the I.O.U. book and paid for on the final day. Do browse around.

7 STAYING ON BOARD

Pupils are encouraged to take the opportunity of living aboard the yacht during the course. All gear must be off your yacht before the final exam is written. Luggage may be left at the Academy. Due to maintenance and cleaning, we are not able to accommodate students on the night that the course officially ends. We will gladly assist with hotel reservations.

8. SAILING SHOES

Please wear correct sailing shoes on the yacht. These cannot be used on shore.

9. LECTURE ROOM - TIDINESS

We would appreciate pupils clearing their tables after use - push the chairs into place and please put used coffee mugs and ashtrays back in the canteen area. Many thanks.

10. PHONE CALLS

You are welcome to use our facilities but please keep local calls short and ask your contact to call you back for trunk calls. Cellular phones are not appropriate on our courses and firearms are not permitted on board for safety reasons.

From time to time Instructors, and sometimes yachts, are rotated as normal course procedures. The offices are open from 0800 - 1700 daily - make yourselves at home. The coffee machine is always on the brew so help yourselves!

* * ENJOY YOUR WONDERFUL WEEK IN THE WORLD OF SAIL * *





- MODERN SEASICKNESS IS A STATE OF MIND BUT DEBILITATING NONETHELESS. THINK POSITIVE
- * DO NOT SAIL ON AN EMPTY STOMACH BUT AVOID A RICH EVENING MEAL OR RICH BREAKFAST.
- * KEEP YOUR BLOOD SUGAR LEVEL UP.
- * SUCK ACID DRIPS/BARLEY SUGAR OR SOMETHING SIMILAR.
- * DRINK PLENTY OF LIQUIDS WITH A HIGH SUGAR CONTENT COKE IS A GOOD "TUMMY SETTLER".
- * IF PRONE TO SEASICKNESS DO NOT DRINK LOTS OF COFFEE OR TEA.
- * SCOPODERM PLASTERS WORN BEHIND THE EAR RECOMMENDED READ INSTRUCTIONS CAREFULLY.
- * SEASICKNESS PILLS VALOID OR STRUGERON TAKE AS YOU LEAVE THE DOCK. OUT THERE, THE MINUTE YOUR TUMMY FEELS QUEER TAKE ANOTHER NO HARM.
- * NOT A GOOD IDEA TO MIX PILLS AND PLASTERS.
- * KEEP YOURSELF BUSY TAKE THE HELM, PRACTICE KNOTS DO NOT GO BELOW.
- * DO NOT FEEL SHY IF YOU "OOPS" ITS FAR BETTER OUT THAN IN AND YOU'LL FEEL A LOT BETTER.
- CONCENTRATE ON THE HORIZON.
- * SEE TRAINING MANUAL PAGE 62

HAVE FUN

PS LIBBY HAS NEVER BEEN TO SEA WITHOUT A PILL!!

Dear

YACHT CAPTAIN PROGRAMME

Many thanks for your enquiry to enrol in the Ocean Sailing's Yacht Captain programme. Full details are attached, giving curriculum, duration and costs.

Once you have graduated, we will put you in touch with crew finder placement companies, or alternatively assist you in getting berths on cruising yachts sailing either to the Mediterranean, Caribbean or Indian Ocean Islands. Todate, (August) we have run 7 Captain courses and 22 pupils have been placed in work situations in these areas.

In addition, many hundreds of our ex-pupils (who attended our previous programmes) are now working professionally in the leisure industry. Initially you will probably have to start as Second Mate and then graduate to Captain. This will depend on the size of the vessel concerned, and your experience and qualifications. You will be interested to know that South African passport holders are no longer a problem in these areas and in particular South Africans have developed an excellent reputation for being hard and honest workers.

We want to stress that we can give you the skills when you have graduated, but we cannot guarantee positions: you naturally have to create your own opportunities, but personality, your ability to deal with people (and remember, yachting is very much a people's person industry), honesty and enthusiasm are all important ingredients in selling yourself and getting employed - naturally we will assist you all we can our final certificate will prove an invaluable part of your curriculum vitae.

The course that you are attending is very intensive and we accomplish in five weeks what would normally take three to four months at a Technikon or University.

An additional programme is the Cuisine Course which will enable you to increase your cooking skills - we can give you details on this once you have decided to join us.

In order to secure your berth, please come back to us as soon as possible as we have limited numbers only for this special programme. We look forward to hearing from you. If you have any queries please don't hesitate to contact Celia Coleman, Head of Reservations, or Colin Schwegman, Head of Training, who will assist you.

Kind regards Yours sincerely



CHRIS BONNET

INTERNATIONAL PASSPORT TO THE WORLD OF SAIL

Many young South Africans are finding the present recession is making it extremely difficult for them to obtain jobs, either after leaving University, Technikon or as school leavers. The position is even more critical for those who have not made the grade in passing their University or Technikon examinations or in obtaining university exemptions.

Traditionally many young South Africans tend to go overseas for a couple of years sabbatical to broaden their experience of life and the world and during their travels they would pick up odd jobs to supplement money that may be coming from home. However, the worldwide recession, the tightening up of work permits and the green card situation in America now makes it extremely difficult, if not almost impossible, for these young travellers to obtain work legitimately.

Possibly the only field which is open to any young person, man or woman, who wants to obtain work legally without the hassles associated with work permits, is by becoming a professional "Yacht Captain". The position here is that one is employed by the owner or captain of a yacht or by a charter company: The contract then falls under "Maritime Convention" and therefore there are no work permit or passport problems. However it is important, in order to be employable that the incumbent have some form of qualification - and here is where we come in.

The Cruising Association of South Africa's training programme, inherited from he Royal Yachting Association, is the most effective method of obtaining a maritime qualification. Our company, which is internationally known, is a recognised C.A.S.A. training establishment and has trained many thousands of South Africans in the skills of blue water sailing and many of these are now employed as professional Yacht Captains or Hostesses either in the Mediterranean or in the West Indies. The philosophy of the programme that we have developed is to give young people the technical skills and the practical ability to be able to seek sound employment as professional yachtspersons. It is quite interesting to note that from this base all sorts of potential sources of further employment can then develop, because once locked into the system, the grapevine leads to other opportunities in many different parts of the world. We have had youngsters graduating from First Mate to Skipperand then eventually becoming involved in the boating industry in a variety of different capacities from yacht broker to marina manager. We have cases of ex-pupils of ours who, at the age of 22 years are skippering large yachts and are earning something like \$3,000 a month tax free - this usually also includes free board and lodging, which I think in any person's language at that age is an exceptionally good financial package.



The technical skills required, however, are varied. Our programme is a five week intensive course, covering all aspects of sailing, navigation, marine electronics and electrics, yacht maintenance, cooking at sea, first aid, diesel engines, etc. For the aspirant would-be charter hostess an additional optional four week course has been arranged with one of South Africa's leading cooking schools in Johannesburg or Durban. The programme, which has been developed from our experience of 14 years in training blue water yachtsmen, covers the complete spectrum of knowledge required.

We have created opportunities for young people to visit places they would never be able to visit as a tourist, and enable them to meet people they would never be able to access any other way - and to do this whilst being paid in dollars or pounds must be close to paradise!

I believe that what we have developed can create an exciting challenge and opportunity for young people in South Africa.

C BONNET

Principal / Yachtmaster

PUBLISHED WITH THE WEEKLY MAIL

The Guardian Weekly Volume 148, Number 23 Friday June 4 to Thursday June 10, 1993

INCLUDING REPORTS FROM The Washington Post AND In Monde

Europe cracks down on immigrants

Turks riot after German attack, page 7.

By nn Carvel, Anna Tomforde and Paul Webster

A CRACKDOWN on illegal immigrants throughout the European Community has been agreed by officials of the 12 member states and is expected to get political approval at a meeting of ministers in Copenhagen this week.

Confidential papers leaked to the Guardian show that the governments are planning to introduce rigorous checks to identify and expel foreign students and residents who take jobs without authorisation. There would also be stricter moni-

There would also be stricter monitoring of short-stay visitors and people allowed in to be reunited with their families or to marry a Community resident.

The news coincided with the decision by Germany's parliament to tighten the country's asylum laws against a growing tide of migration from countries stricken by poverty and war.

After 15 years of debate and mounting public resentment against the refugee influx that last year exploded in a wave of far-right terror inst asylum-seekers, the Bor rliament, ringed by police and protesters, amended the constitution to restrict refugees' access to

and p. Jesselser's amended the constitution to restrict refugees' access to and presence in Germany. Last week's 521-132 vote disposed of the guaranteed right of all foreigners to seek asylum. It came after 13 hours of heated debate that mirrored the tumult outside the parliament.

Four thousand police erected razor

Asylum applications To EC countries, 1992

wire around parliament, temporarily housed in a former waterworks, to keep 10,000 demonstrators at bay. A number of ministers and MPs arrived by helicopter or ferry across the Rhine to attend the session. The measure will become law

on July 1.

Officials said the law, which would turn back most refugees at Germany's borders, would protect those threatened with political repression while keeping out economic mi-

grants.
With 70 per cent of Germans demanding some kind of action, Hans-Ulrike Klose, the Social Democratic leader, said, "Unregulated immi-

gration endangers the stability of democracy and only serves rightwing rabble-rousers."

serves rightwing rabble rousers."

Under Germany's 1949 constitution any foreigner can seek saysuthority to

tution, any foreigner can seek asylum and remain for the months or years it takes for the application to be evaluated.

be evaluated.

In France, where Edouard Balladur's government is planning to increase police powers as part of a package of anti-immigrant measures, police are already carrying out sweeps to round up illegal migrants and delinquents. Opponents warn that they will soon be able to carry out checks without giving a

reason.

The EC-wide proposal has emerged from a previously unknown committee of officials called the Expulsion Sub Group of the Ad Hoc Group on Immigration — a secretive inter-governmental structure

which operates outside the normal machinery of the EC.

The document says people who are not nationals of the EC or the European Free Trade Association or members of their families should normally be expelled if they are found to have entered or remained unlawfully in a member state; to be liable to expulsion on grounds of public policy or national security; to have failed definitively in an application for asylum; or to have worked in breach of immigration rules.

It also says that Ministers should also consider taking powers to expel foreigners caught helping or employing illegal immigrants. To

make the policy effective member states should consider checks on people without residence permits; people with

authority to reside but not work; people with limited rights to work; people who work without authorisation after being admitted as short-term visitors or tourists; others who have been "authorised to be reunited with their family with a view to living together"; and people who have received a residence or work permit on the basis of a marriage to an EC resident.

The EC ministers are also expected

The EC ministers are also expected to decide a tough line this week against the families of wounded, raped and threatened refugees from former Yugoslavia being allowed to join their relatives in the West

raped and threatened refugees from former Yugoslavia being allowed to join their relatives in the West. Despite an appeal from Sadako Ogata, the United Nations High Commissioner for Refugees (UNHCR), the 12 EC immigration ministers meeting in Copenhagen propose to limit the possibility of family reunion to "exceptional circumstances". That implies an indefinite future of enforced separation for thousands of tragic victims of the Bosnian conflict.

British refugee organisations claimed this week that Britain had reneged on its pledge to give a temporary haven to the relatives of former Bosnian camp detainees because of a narrow definition of the family. According to UNHCR figures, Britain comes close to the bottom of the European league ta-

ble in honouring its quota.

The new EC guidelines on refugees fleeing ex-Yugoslavia conclude that most people displaced by the conflict in former Yugoslavia should be given protection and assistance in the region. EC countries should, however, continue to admit particularly vulnerable groups, including former prisoners, rape victims and those with illnesses that cannot be treated locally.

The latest UNHCR figures show that the EC's asylum problem is

The latest UNHCR figures show that the EC's asylum problem is now predominantly European. Last year 64 per cent of the 556,947 people arriving at immigration control in the member states and declaring themselves refugees fleeing persecution were from other parts of Europe, mostly former Yugoslavia, Romania and Bulgaria.

Numbers of asylum seekers coming to the EC from eastern Europe almost doubled from 186,659 in 1991 to 356,720 in 1992; and it was this influx which was responsible for the entire rise in total applications. In 1992, Germany received 437,996 applications—79 per cent

In 1992, Germany received 437,996 applications — 79 per cent of the EC total. Nearly threequarterscame from eastern Europe. European refugees also made up the largest group coming into Belgium, Denmark, Greece. Italy and Luxembourg.

gium, Denmark, Greece. Italy and Luxembourg.
Germany is trying to solve the problem by reaching agreements with neighbouring countries to take back those whose asylum applications fail. Under an agreement signed last month, Poland will receive back 10,000 this year and an unlimited number after that in return for German funding.

This week's meeting is expected to make the moat of Fortress Europe deeper by agreeing procedures for classifying most parts of the world as being safe enough for asylum seekers to be sent back to without hearings.



As Chancellors go: Norman Lamont leaving 11 Downing Street for the last time

Lamont fired as Chancellor

By Patrick Wintour

JOHN MAJOR moved quickly to praise Norman Lamont after sacking his Chancellor of the Exchequer last week as rumours grew that the former occupant of No 11 Downing Street might lead a revoit by the Tory right against the Government.

Kenneth Clarke was given the Treasury in a widely predicted reshuffle last Thursday. Mr Lamont refused the Prime Minister's offer of the Department of Environment. Clearly discomfited but unre-

Clearly discomfited but unrepentant over his decision to eject Mr Lamont. Mr Major said: "We have shared the same policies, we have shared the same dreams."

Trying to put the best gloss on the reshuffle, he said it had been intended to "refresh the Government and push forward the agenda for the pert few years"

the next few years".

Mr Lamont's friends said he was livid after a brief meeting with the

Prime Minister on Thursday.
He survived a far worse crisis in his Chancellorship last September when sterling was forced out of the European Exchange Rate Mechanism. Many believe he is being made to pay the price for presiding over the worst recession in recent British paper.

Alter to Commerce to Commerce

Increasing numbers
Asylum sewers to EC countries, 000s, 1982 - 92 each year (not cumulative)

UN faces funding crisis

THE United Nations' financial crisis has become so acute that it is inhibiting peacekeeping operations. writes Hella Pick. Governments press the UN to expand its role but are unwilling to pay the higher costs

hundred million dollars more on

the main budget.

UN operations in former Yugo-slavia have exposed the problem at its starkest. Boutros Boutros-Ghait, the UN secretary-general, says money is running out for the 17 000

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5 December - 23 December and continuing 2 - 13 January 1995 7 January - 10 February 1995 23 January - 24 February 1995

Ocean Sailing Academy, 38 Fenton Road, Durbar Tel: (031) 301-5726. Fax: (031) 307-1257 "Registered C.A.S.A. Training Establishment"

IMPORTANT

YACHT CAPTAIN'S COURSE: ADVANCED SECTION: PART II

OBJECTIVES

To enable candidates to obtain their advanced CASA grading to Yachtmaster level. Remember Part I gets you to Coastal Skipper level. In order to qualify for this course, candidates should have successfully completed at least the following:

either

a) Ocean Sailing Yacht Captain's Course: Part I

or

b) Yacht Hand, Yacht Skipper, Coastal Skipper courses

or

Anyone who feels that they have reached Coastal Skipper level but who have not had any formal training or examinations. We will assess and let you know whether it is Level I or Level II of the Yacht Captain's Course that would be most suitable.

DATES:

April, June, August, October 1995

c)

CURRICULUM:

Course will cover the following over a 21 day period.

DAY 1 - 3

Celestial Navigation (theory)

- a) Using a non programmable calculator to obtain a position by either the sun, stars or moon.
- b) An emergency celestial system using equal angles before and after noon.

DAY 4 - 19

Full preparation, for voyage and quick revision of Coastal Navigation techniques.

1400 nautical mile passage including one landfall (destination dependent on time of year) enables pupils to run the vessel either as watch leaders or skipper and practise all Coastal and Celestial navigation.

Debrief and Shipshape

DAY 20

Celestial Navigation: re-cap

DAY 21

Farewell, followed by C.A.S.A exam to suit the examiner.

PLEASE NOTE: YACHT CAPTAIN'S COURSE: PART II

This advanced course, running over 3 weeks is NOT for beginners.

HELPFUL NOTES: For both Part I and Part II

A. FOOD:

For the first week of the course you will be responsible for your own food; there are plenty of nearby restaurants to choose from and, of course, there is the Point Yacht Club. Thereafter, food will be a group responsibility. You will all chip in, draw up a menu and victual the boat. Each crew member will be involved in cooking of daily meals.

B. FEES:

Part II costs R4000.00 each (Price increase from March 1995) 50% deposit on booking and balance on day one. Please note; NO deposit refunds at all.

C. EXTRAS:

In addition to food you will require R45 for the Point Yacht Club membership card and R40 for your Radio exam.

D. DATES:

Remember Part I lasts 5 weeks and Part II, 3 weeks.

PART I DATES AVAILABLE AS FOLLOWS:

7 January - 10 February 27 February - 31 March 8 May - 9 June

24 June - 28 July

PART II DATES (exact starting day to be decided)
April, June, August, October 1995.

E. EXTERNAL CASA EXAMS:

Usually broken up into a theory and practical exam, each lasting 3 hours. (Note - Yachtmaster Ocean is only a theory exam).

* PART I:

External CASA exam. We will chat to you about these arrangements whilst you are here with us. However, the planning to do this exam actually can only be written AFTER the 3 week course been passed at Coastal Skipper by us. You may, for the practical C.A.S.A exam use one of our Academy yachts on a suitable date - No extra charge.

* PART II:

Your CASA external exam can be organised through us, to be done at the very end of the course.

F. NOTES:

These are supplied on Day One of each course. If you want, please ask for your weather manual to be mailed to you on receipt of deposit - then you get get ahead on one module, which is always nice.

WEEK____

YACHT CAPTAINS GOURSE

STARTING DATE	ENDING	DATE:	

	DAY 1	DAY 2	DAY 3	DAY 4	DAY 5	DAY 6	DAY 7
700-0730	Yacht Hand Course	Yacht Hand Course	Yacht Hand Course	Yacht Hand Course			
730-0815	Enrolment	Ship shape	Ship shape	Ship shape	Yacht inspection	Ship Shape	
830-0845	Weather	Weather	Weather	Weather	Yacht Hand Exam		Free
845-1000	Lecture (Theory)	Lecture (Theory)	Lecture (Theory)	Lecture (Theory)	Yacht Hand Exam	Connect stove, stowe Pots pans etc	
.000-1300	sail	Sail	Sail	sail	Ropes	Make up food lists	
300-1400	(Practical)	(Practical)	(Practical)	(Practical)	Lunch	For Richards Bay, ships	
400-1700	(Practical)	(Practical)	(Practical)	(Practical)	ropes	Duties, roster etc (See lecture room wall)	
.700-1830	Drinks at	Revise	Revise	Video "Drum"	Video	For menus Ask Celia	
.830-1930	Dinner on own account	Dinner on own account	Dinner on own account	Dinner on own account	"Cape Horn"	Preparing for Richards Bay	
930-2100	0	\ 			Dinner on own account	First Dinner on board	
OMEWORK	Revise lecture notes	Practice Knots	Revise lecture notes	Study for YH Exam			
COMMENTS	Weather book to be read nightly	Read Weather	Individual neatness taken into account for final marks	Study for YH Exam	If you require any help re: food lists for long dist. See Celia		Last practice of dinner before going to sea.

WEE	<

YACHT CAPTAINS COURSE

STARTING	DATE .	ENDING DATE:		
SIMILING	DAIL.	FUDING DUIL.		

	DAY 1	DAY 2	DAY 3	DAY 4	DAY 5	DAY 6	DAY 7
		Richards	Richards			Maintenance	
0700-0730		bay Return	Bay return	Maintenance Bay	Maintenance days	days	
0730-0815	Prepare Richards Bay Diesel,water food, etc						
0830-0845	Preparing for R.Bay				Working on OS	Working on OS	
0845-1000	Preparing for R.Bay		d		Anti-fouling winches, heads, etc.	Anti-fouling winches, heads etc.	Free
1000-1300	Preparing for R.Bay						
1300-1400	Depart Richards Bay				Lunch	Lunch	
1400-1700		Richards Bay	Richards Bay	Richards Bay trip	4pm boat out	4pm boat in	
1700-1830						General ship shape	
1830-1930			-				
1930-2100							
							man and the
			(D) (1)				Go over manual for Yacht Skippers on Monday
HOMEWORK							
COMMENTS							

WEEK	Y	A	C	H	T	6	A	P	T	A		N	S	C	d	U	R	S	E
------	---	---	---	---	---	---	---	---	---	---	--	---	---	---	---	---	---	---	---

STARTING DATE:	ENDING DATE:	
JIMMI ING DATE.	LIIDING BATE:	

V / /	DAY 1	DAY 2	DAY 3	DAY 4	DAY 5	DAY 6	DAY 7
0700-0730	Yacht Skipper Course	Yacht Skipper Course	Yacht Skipper Course	Yacht Skipper Course			A STATE OF THE STA
0730-0815	Ship Shape	Ship Shape	Ship Shape	Ship Shape	Ship Shape	Ship Shape	Ship Shape
0830-0845	Weather	Weather	Weather	Weather	8am 1st Aid	Engines with Brian Ward	Navigation
0845-1000	Lecture (Theory)	Lecture (Theory)	Lecture (Theory)	Lecture (Theory)	lst Aid	Engines with Brain Ward	Life Raft Demo.
1000-1300	sail	Sail	Sail	Sail	1st Aid	Engines with Brian Ward	
1300-1400	sail	Sail	Sail	Sail	Lunch	Lunch	
1400-1700	Sail	Sail	Sail	Sail	lst Aid	Ropes and Anchors Video	Free
1700-1830	Video		Video engines	Yacht Skipper Exam	Next lecture		
1830-1930			Night sail				
1930-2100		Dinner on board	Dinner on board	Dinner on board	Dinner on board	Dinner on board	Dinner on board
HOMEWORK	Revise notes	Swott YS Exam	Read Engine manual	Revise lecture			
COMMENTS	Dont Forget Random Yacht inspections						

WEEK

YACHT CAPTAINS COURSE

STARTING DAT	TE:	ENDING DATE:	

	DAY 1	DAY 2	DAY 3	DAY 4	DAY 5	IDAY 6	DAY 7
0700-0730		Prepare for EL	East London & return	East london & return	East London & return	East London & return	East London & return
0730-0815	8am Slat Aid	8am lst Aid					
0830-0849	51st Aid	1st Aid					
0845-1000	olst Aid	lst Aid	Shopping for, food diesel, water etc.				
1000-1300	lst Aid	lst Aid	Flight Plans				
1300-1400	olst Aid	1st Aid	Depart				
1400-1700	olst Aid	Exam					
1700-1830	0						
1830-1930	Dinner on board	Dinner on board				-	
1930-2100							The state of the s
HOMEWORK	Revise Lectures	Prepare food lists for East London					
COMMENTS	Swott for lst Aid Exam		Dont forget to swot for for your Radio Licence and your Captains Exam.				

WEEK

YACHTO CAPTAINS ZOURSE

	THE THE DATE	
STARTING DATE:	ENDING DATE:	

	DAY 1	DAY 2	DAY 3	DAY 4	DAY 5	DAY 6	DAY 7
0700-0730	East London	Ship Shape	Ship Shape	Ship Shape	All gear packed.		
0730-0815	East London	8am Electrics with Steve Caudron			Final inspection		
0830-0845	East London	8am Electrics with Steve Caudron	Yacht Captains Exam	Assessment Day			And the second s
0845-1000	East London	8am Electrics with Steve Caudron	Yacht Captains Exam	Assessment Day	Farewell & inspection		
1000-1300	East London	Video "North"	Yacht Captains Exam	Assessment Day			
1300-1400	East London	Lunch	Lunch	Assessment Day	Lunch at PYC		
1400-1700	East London	2pm Radio Licence	Assessment	Assessment Day			
1700-1830	East London	Peter Lennard	Assessment	Assessment Day			
1830-1930	East London		Assessment	Free	Free		
1930-2100	East London						
HOMEWORK	Ship Shape	Swot Captains Exam					
COMMENTS	Random Yacht Inspection	Random Yacht Inspection		Tomorrow and the control of the cont			

CURRICULUM FOR YACHT CAPTAIN PROGRAMME

1. PRACTICAL AND THEORETICAL SAILING COVERING THE FOLLOWING

1.1 YACHT HAND:

<u>Course Objectives</u>: On satisfactory completion of the course the student will have a working knowledge of sea terms and nautical terminology sufficient to understand orders given concerning the sailing and day to day running of a yacht and be able to:

- 1.1.1 Rig and work the sails using the appropriate equipment correctly.
- 1.1.2 Handle correctly the ropes in general use aboard, make the commonly used knots, simple splices, and whippings.
- 1.1.3 Understand the purpose of personal safety equipment and use it correctly.
- 1.1.4 Understand the action to be taken to recover man overboard.
- 1.1.5 Operate distress flares and know on what occasions they should be used.
- 1.1.6 Understand the ordinary practice of seamen and yachtsmen with regard to burgees and ensigns, prevention of unnecessary noise and disturbance in harbour, including courtesies to other craft berthed alongside.
- 1.1.7 Keep an efficient lookout and understand the collision regulations.
- 1.1.8 Handle a dinghy under oars or engine and comply with safe loading rules.
- 1.1.9 Understand a weather forecast, be aware of forecasting services and have a knowledge of the Beaufort Scale.
- 1.1.10 Read a log and echo sounder and make entries in a log book.
- 1.1.11 Carry out general duties on a yacht both below and on deck including handling of anchors and associated gear, fenders, boat-hook and mooring lines.
- 1.1.12 Understand the theory of sailing, steer and trim sails on all points of sailing. Steer a compass course under sail and power.
- 1.1.13 Start, stop and carry out simple checks on the engine.

1.2 YACHT SKIPPER:

<u>Course Objectives</u>: The syllabus is intended as a guide to specific items of which the skipper of a cruising yacht must have a high standard of knowledge and ability in order to take a yacht safely to sea.

1.2.1 Preparation for sea:

Is able to prepare a yacht for sea, including engine checks, selection of sails, securing and stowage of all gear on upper deck and below.

1.2.2 Organisation of watch at sea and in harbour:

Can take charge of a watch at sea, by day or night and organise an anchor watch. Knows action required in reduced visibility, adverse weather conditions and in emergency situations.

1.2.3 Deck work:

Can reef, shake out reefs and change sails to suit prevailing conditions. Can prepare an anchor, mooring warps and take charge of work on the upper deck when mooring alongside, coming to a buoy, anchoring, weighing anchor and slipping from a buoy or alongside berth. Can prepare, pass and slip a tow.

1.2.4 Navigation and pilotage:

Is proficient in chart work, and can carry out routine navigational duties on passage, including: Taking and plotting fixes; Working up DR and EP; Estimation of tidal heights and tidal streams; Working out course to steer to allow for tidal stream, leeway and drift; Knowledge of IALA buoyage; Maintenance of navigational records; Use of echo sounder and lead line; Can prepare and execute a pilotage plan for entering and leaving harbour; Understands the use of leading and clearing lines; Use of transits and soundings as aids to pilotage

1.2.5 Meteorology:

Knows sources of forecast information, can interpret shipping forecasts and use a barometer as a forecasting aid.

1.2.6 Rules of the road:

Has a working knowledge of the International Regulations for Preventing Collisions at Sea.

1.2.7 Maintenance and repair work:

Understands and is able to carry out maintenance tasks. Can make eye splice in rope and common and sailmakers whippings. Knows the properties and uses of common synthetic fibres.

1.2.8 General organisation:

Can make out a victualling list and supervise victualling organisation afloat.

1.2.9 Emergency situations:

Is able to take correct action as helmsman for recovery of man overboard. Fully understands use of distress flares. Knows correct procedure for helicopter rescue.

1.2.10 Boat handling:

Under power, can bring a boat safely to and from an alongside berth, mooring buoy and anchor. Under sail can bring a boat safely to and from a mooring buoy and anchor. Can steer and trim sails effectively on all points of sailing.

1.2.11 Passage planning:

Can plan a short coastal passage, taking account of relevant navigational hazards and limitation imposed by the type of boat and the strength of the crew.

1.2.12 Artificial resuscitation:

Has a sound knowledge of the mouth to mouth method of resuscitation.

1.2.13 First Aid:

Has a sound knowledge of first aid.

1.2.14 Radiotelephony:

Understand full working knowledge of V.H.F. radiotelephony including how to operate in an emergency and sent out a distress message.

1.2.15 Watchkeeping competence:

Understands the organisation of watchkeeping and is fully competent to take charge of a watch, at sea and in harbour.

1.3. COASTAL SKIPPER:

<u>Course Objectives:</u> This is a practical course for putting into practice the theory learnt at yacht hand and yacht skipper level. This involves a 500 nautical mile voyage from Durban to East London and return and covers the following:

1.3.1 Preparation for Sea:

Passage planning, including navigational and meteorological considerations. Victualling. Crew organisation, delegation of the responsibilities and watchkeeping. Pre-sea checks of engine and equipment.

1.3.2 Yacht Handling:

Handling under power in confined waters, including all berthing and unberthing situations, anchoring and mooring. Handling under sail in confined waters, including anchoring and mooring. Can sail efficiently on all points of sailing.

1.3.3 Passage making and pilotage:

Navigation and general organisation of yacht on passage. Pilotage plans. Port entry by day and night.

1.3.4 Adverse weather conditions at sea:

Preparations for heavy weather and yacht handling in strong winds. Navigation and general conduct in restricted visibility.

1.3.5 Emergency situations:

Recovery of man overboard, under power and sail. Action to be taken in distress situations.

2. MARINE DIESEL ENGINE MAINTENANCE (AND TROUBLESHOOTING)

This is a two-day programme to enable pupil to understand the workings of a marine diesel engine and how to handle emergency repairs.

3. YACHT MAINTENANCE AND REPAIR

This covers varnishing, painting, stripping of winches, stripping of steering systems and any other items associated with yacht maintenance. This programme is carried through the course over the five week period.

4. FIRST AID

This will be provided by the Rescue Med (Department of Manpower recognised) with special emphasis with problems associated with the sea, e.g. CPR, hypothermia and injuries which are more directly linked to ocean sailing.

5. MARINE ELECTRONIC NAVIGATION SYSTEMS

Basic understanding and operating of marine radar, global positioning systems, weather fax machines and wind instrumentation.

6. MARINE ELECTRICS COURSE

This familiarises the student with the basics of a 12-volt marine system in an ocean-going yacht.

7. YACHT CUISINE COURSE

This is a four week programme with the Cordon Bleu Cookery School in Johannesburg, or with a leading school in Durban.

Also covered as part of the liveaboard programme is yacht etiquette, marina etiquette and inter-personal skills: this is vital as professional sailing is very much a people-orientated business.

WE PROVIDE THE FOLLOWING

- 1. Liveaboard accommodation.
- 2. Manuals
- 3. Temporary membership of the Point Yacht Club
- 4. All tuition
- 5. Certificates
- 6. Foul weather gear and navigation instruments, but if you are serious about your sailing, suggest you purchase these items.

A COSTS.

R 6 325,00. 50% payable on booking to confirm your berth. Deposits are not refundable under any circumstances. We cannot have last minute cancellations as this disrupts the programme due to the limited berth situation that we have. We have to have a minimum of five persons per vessel. Usually the vessels are loaded with a maximum of six.

* PLEASE NOTE 10% INCREASE FROM MARCH 1995

B FOOD

For the first week of the course you will be responsible for your own food. There are plenty of nearby restaurants to choose from and, of course, there is the Point Yacht Club. Thereafter, food will be a group responsibility. You will all contribute, draw up a menu and victual the boat. Each crew member will be involved in cooking of daily meals aboard, planning menus etc.

C EXTRAS:

In addition to food, you will require R75 for the Point Yacht Club Membership Card and R40 for your Radio Exam.

D EXTERNAL CASA COASTAL SKIPPERS EXAM:

You can only attempt this once you have received your final assessment at the end of the course. This is a two part exam:

- i) 3 hour Navigation Theory Paper
- ii) 3 hour practical aboard an Academy Yacht (no extra charge). Dates to fit in with our booking board.

DATES:

Courses are held on a monthly basis subject to demand. Our next Captains Course dates are:

7 January - 10 February 1995 27 January - 31 March 1995 8 May - 9 June 1995

24 June - 28 July 1995

APPLICATION

Please complete and return with your deposit as soon as possible.

* I UNDERSTAND DEPOSITS ARE NOT REFUNDABLE *

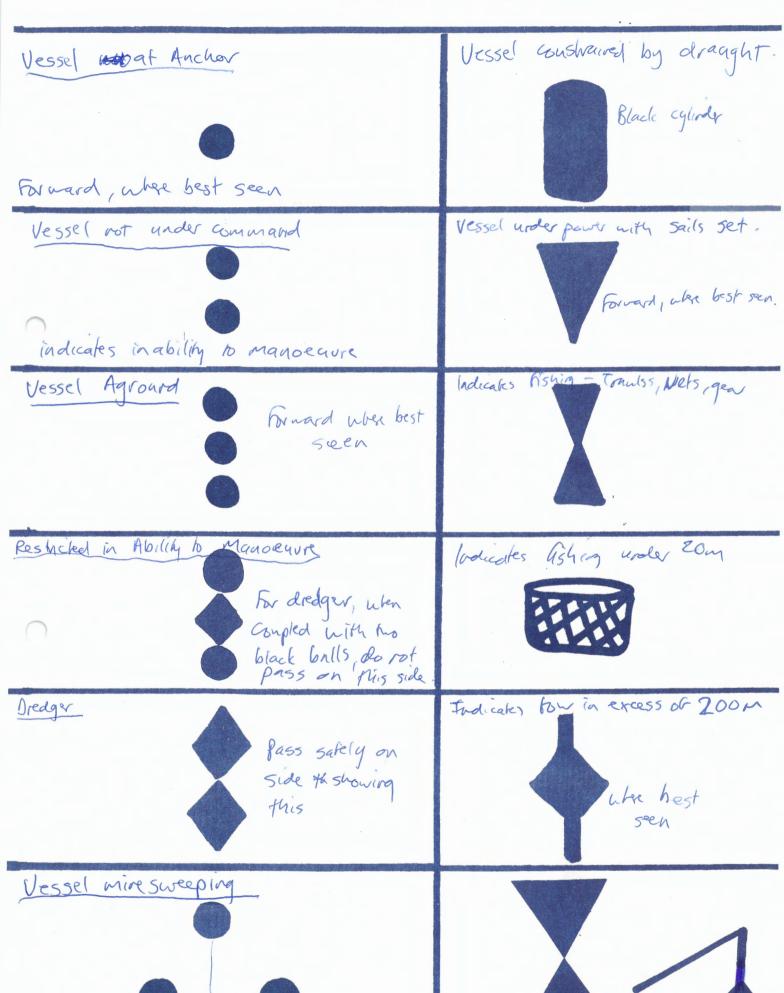
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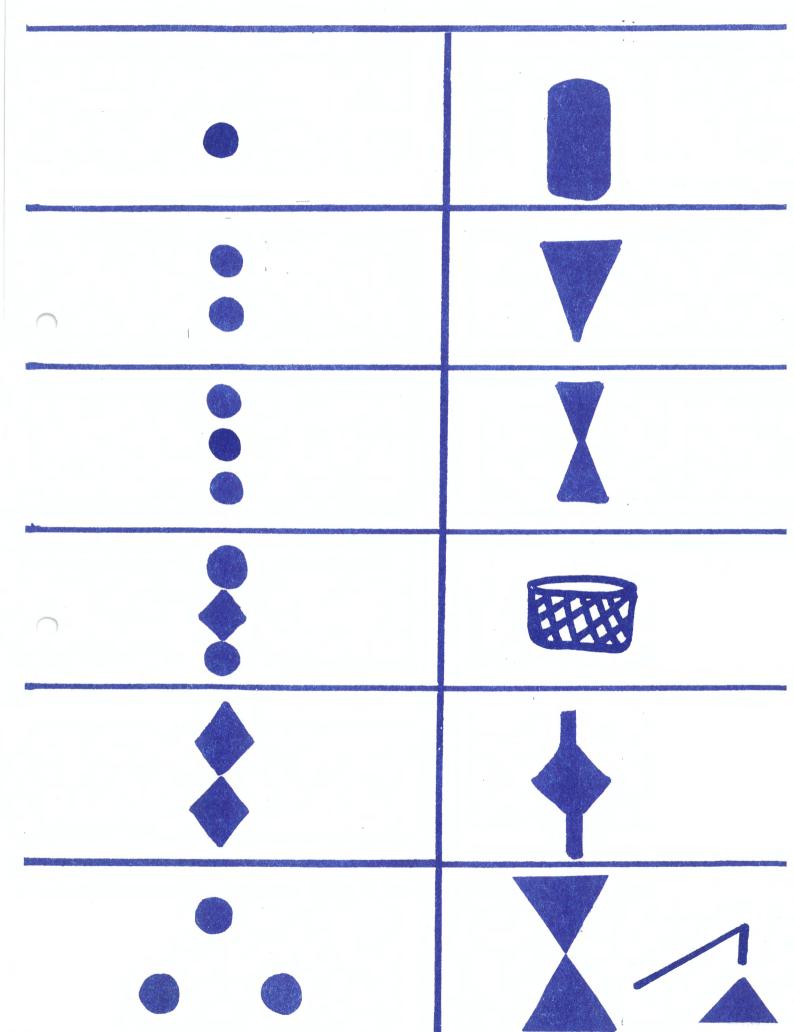
BANK TRANSFER:

Our banking details will be supplied by phone, on request, then please fax through the deposit slip with your application form.

SHAPES



SHAPES



L-34 Layout DATE: basin seacock wet locker heads heads on free board top (in pilot berth) cooler box water tank water tank sink chart table on deck (blue) steps: engine above engine control panel fuel tank on deck (red) propeller (In laserette on deck port) (In laserette on deck starboard) bilge pump Brawley by Anton Scholiz al Computer Store

4 The crew as a social group Socio-psychology on small vessels

The psychological situation at sea

When one reads sensationalized magazine articles with headings like 'Female Crew Members Murder Skipper' or 'Mutiny on Yacht – Two People Killed', one wonders how it is possible for such quintessential extremes of human nature to surface in the realms of a leisure sport. Why do we not hear of such things happening in motorcycling or ice-dancing? What is so special about the situation on board a yacht on a long cruise?

From a psychological point of view the situation on a yacht out at sea may be described as follows: the yachtsman finds himself for a long period of time in extremely cramped conditions with no personal privacy and with no possibility of escape. He is part of a group which has a fixed formal structure that does not necessarily coincide with its psychological structure.

In many respects the situation at sea does not differ in principle from the situation in a prison or cloister. Sociologists have described such living conditions as 'total institutions'. The lives of the members are completely bound up in the institution. There is no separation of the disparate areas of life which are found normally elsewhere: work, leisure and sleep. All activities are carried out within the same living space, with the same objective and under the same single authority—the ship's captain. The scope for communication is provided by the rest of the crew and, if one disregards the radio-telephone system, is restricted to them alone. Each part of the day and all the responsibilites are relatively fixed (watch division, safety procedures etc.). This description is characteristic of the Navy in the first instance, of the



merchant marine in the second, and of yachting in only a small measure. But even in the latter case the psychological effects of living in a total institution must be noted.

As far as external, natural conditions are concerned, the yachtsman finds himself in an elemental situation, that is to say, all his activities are directly concerned with his survival. This gives rise to a special emphasis on action on board yachts. In contrast to other areas of life what matters here is not so much what a crew member says but, basically, what he knows and what he is physically capable of. Well travelled seamen develop the special personality traits which are useful in this environment and in this kind of social situation, such as reserve, caution, level-headedness and - in the positive sense of the word - deliberation. The psychological structure of the environmental situation on board, the social structure of the group and the personalities of its members stand in a dynamic developmental relationship to each other. In time a certain harmony develops between these conditioning factors. On the other hand there are the discordant demands that the yachtsman encounters in life ashore which influence his behaviour over the months leading up to his next cruise: ambition, stress, the necessity for quick reactions, the adoption of different roles and behaviour patterns in different groups, the need to meet deadlines, the need to be flexible about the place and time of work and the emphasis on vocal skills. These are just a few key-words which indicate that here two worlds stand in opposition to each other. Generally speaking, we grow up and develop in a world on land. When we go to sea we are 'socialized' for a second time. The change from life on land to life at sea entails special problems which will be discussed below. It might serve to shed some light on the matter if in what follows we analyse an incident which enthralled yachtsmen in 1982/3.

The Apollonia case

In the summer of 1981 two men meet in Pasito Blanco on Gran. Canaria: one is Herbert Klein, a German businessman who has opted out of his bourgeois existence in order to build a new life for himself with a yacht chartering business in the Caribbean. To do this he has purchased the former flagship of the Bremen Sailing Club, the Wappen von Bremen and, after repair work and fitting out, has put to

sea from Wesermundung in what is now the Apollonia. The other man, Paul Termann, was brought up in East Germany, trained as an electrician and after moving to West Germany became a helicopter pilot in the army and later a chief engineer with the Federal Railway. He has invested his life savings in a round-the-world cruise with his girlfriend Dorothea.

Klein has little sailing experience, he has the A-Schein (sailing certificate). For the stretch up to Gran Canaria, in addition to other crew, he has employed a skipper whom he dismisses along with the others on arrival in Gran Canaria. He has made several half-hearted attempts to learn the rudiments of navigation during this first stage. Termann has been sailing since he was ten years old. He possesses all the certificates and has travelled the first leg of his voyage on another boat as the navigator. Here in Gran Canaria his dream of sailing round the world is abruptly broken when he and his girlfriend are dismissed by the captain of the yacht Orion without their financial investment being returned.

The personalities of Klein and Termann, conditioned by their different histories, are dissimilar to say the least. Klein is regarded as a likeable person, he is amiable and fond of a joke. Carefree, frivolous, lacking in independence, seeking the good opinion of others; he both overestimates himself and is insecure at the same time. This characterization accords with the permanent holiday mood he has displayed since 'dropping out'. Diverse assessments of Termann on the other hand confirm that he was serious, reserved, civil, industrious, obliging, diligent and helpful - almost Prussian qualities of character - which occasionally develop into an insistence bordering on pedantry.

After the paths of Klein and Termann meet in Gran Canaria they become friends as they both realize how much they need each other: Klein has a yacht but no experience, Termann can navigate but has no boat. They are joined by two further members of crew found through a newspaper advertisement - Michael and Dieter. The crew of six, then, initially comprises three groups of two - Klein and his girlfriend Gabrielle, Termann and his girlfriend Dorothea, and Michael and Dieter. The members of the three groups have not been acquainted with one another beforehand. So when the lines are cast off for St Vincent across the Atlantic, the responsibilities on board are anything but clear and straightforward. As owner, Klein also claims the role of skipper, albeit somewhat half-heartedly. Before setting out

he said that he actually attached no importance to it. Termann, who as the only one on board possessing the qualifications to command a vessel and who as the most experienced sailor is entitled to this role, accepts Klein's leadership to begin with since he believes in the assertive power of his professional expertise and navigational, technical and practical skills. No further role allocation takes place, but the frail hierarchy nevertheless begins to alter in the course of the trip. Klein begins increasingly to 'parade' the fact that he is the captain while Termann expresses his criticism of the decisionmaking or carelessness of the skipper more and more clearly. Termann insists on painstakingly accurate adherence to nautical practices and security measures. Klein is not at all particular about this for after all they aren't on the Gorch Fock. While the boat is travelling at full speed with the trade wind sails, the crew amuse themselves by jumping into the water off the bow and pulling themselves back in again on lines lowered from the stern. When Termann objects to this behaviour on safety grounds, he is derided as a coward. Klein and the rest of the crew deliberately set out to annoy Termann by continually knotting the running gear against his advice. In addition to the shifting tensions within the nautical hierarchy a group structure has meanwhile also been developing among this odd assortment. Klein and his girlfriend, together with Michael and Dieter, form a subgroup. They converse amongst themselves most of the time, they share the same attitude towards sailing, looking upon the Atlantic crossing as a holiday cruise. They sit opposite the other two, Termann and Dorothea, poking fun at them. Neither of the two subgroups can manage without the other, neither group can withdraw from the other completely. There are tensions between the groups which are sparked off by trivialities and which build up more and more in the course of the cruise. Offence is taken at insignificant details. The obvious thing to do had they been ashore, namely, to part company, is not possible here. Termann, for whom good seamanship and safety on board are the prime considerations, is constantly humiliated by Klein in front of the others. The social climate on board grows worse and worse with the tensions increasing to an unbearable level. The 'stronger' group around Klein celebrates the half-way stage across the Atlantic with a bottle of champagne. Termann and his girlfriend are not invited to participate. The crew are completely broken apart. Not even a 3 day storm rallies them. There is no longer any common purpose, no common goal, no

standards and no overall binding hierarchy.

The frustrations which Termann has had to endure since the beginning of the cruise, indeed, since beforehand on the Orion as well, have brought him to a mental state where in his present position, from which there is no possibility of escape, they can only manifest themselves in either complete self effacement or extreme aggression.

What would under normal circumstances have been a trivial incident in this case lights the fuse to the powder keg. At the start of the morning watch at 0800 Dorothea prepares breakfast for herself and Termann, leaving the dishes from the night before unwashed. Klein is furious about this and a violent exchange of words takes place during which Termann announces that he is taking over command of the yacht and threatens to shoot Klein and his girlfriend. There are two guns on board. Termann and Klein each possess one. At gunpoint Termann forces Klein to hand over his weapon and demands that he write him a reference. Klein can at this moment only manage a grim smile in response to this provocation. Termann takes over command of the yacht in true mutinous fashion. Up until now Klein and the other members of his group have not realised the gravity of the situation. It is only now that they become fully aware of the danger they are in. It is clear that Termann's aggression has been accumulating from a vast number of lesser frustrations which were insignificant in themselves and which have not been considered important by the others. With the gun Termann is now the most powerful man on board. For him, especially in front of his girlfriend, there is no going back. For the group of four there is no way out. The socio-psychological situation is strained to breaking point, it will later be described by the survivors as having been a period of 'Psychoterror'. Termann is now quite composed in the formulation of his death threat to the ship's owner and his girlfriend: 'You have only ten minutes left. I must first shoot the sun. Today, the thirteenth of December, is your day of reckoning.'

Fear spreads throughout the boat, irrationality takes hold. Klein offers to do the shooting himself. Termann humiliates him by giving him the opportunity to do so. Klein has to admit that he cannot do it. For the first time Klein and Gabrielle realise the hopelessness of their situation. On her knees Gabrielle begs Termann to spare their lives. Meanwhile, the others have gathered at the fo'c'sle preparing to tack and Klein urges his group to take action. The plan is to

overpower Termann. Klein takes an iron pump handle and strikes Termann over the head from behind while he is sitting at the chart table. Termann reacts in blind rage and shoots at Michael and Gabrielle. Klein's girlfriend is killed. Dorothea points Klein out to Termann, who now has blood streaming down his face from the blows he has received. The third shot meets its mark and likewise proves fatal. With this Termann's aggression burns itself out. The corpses are thrown overboard. Termann composes an 'accident' report of the incident and merely threatens to have Michael and Dieter killed if they let the truth be known about what has happened - a feeble gesture in view of the fact that he and Dorothea intended to appropriate the Apollonia for themselves.

What followed was a matter for the courts and may be looked up in the case reports. Termann was finally sentenced to life imprisonment for murder. His girlfriend received a three year prison sentence for being an accessory. It was not only the court who were of the opinion that all this would never have happened on land.

From a socio-psychological point of view several danger areas present themselves for investigation on the evidence of the above incident. These not only determine the psychological environment during Atlantic crossings but on shorter trips as well: confinement and isolation, the group-dynamic situation, the role and style of leadership and the common causes of anxiety and aggression.

Social distancing - the problems of living space on board

If the Apollonia drama could never have played itself out in the same way on land, what then are the specific conditions which can arise (but which are obviously not inevitable) on board a yacht? In the first place, the 'social density' on board yachts is extremely high - there are often six to eight crew members living together for an extended period in 10 to 20sq m of floor space. This is the equivalent of an average living space of 2 to 3sq m per person.

Elsewhere similar spatial conditions are only to be found in overcrowded prisons. What is wrong with this is that everyone needs a certain amount of space to themselves, their own private area of responsibility and the opportunity to withdraw from others.

Even in the animal kingdom we observe that birds do not distribute themselves along telegraph wires haphazardly but spread

out over the territory evenly with almost measured precision. Birds preserve a minimal social distance from their nearest neighbours which is maintained by one bird automatically leaving its place when another alights, and thus the system is self-regulating. People also need to maintain a minimal distance from each another. To begin with we each have our own personal 'buffer zone' around our bodies. The extent of this buffer zone, the boundaries of which no-one will cross voluntarily, is naturally dependent on sex, degree of intimacy with the other person and the nature of the situation. Invasion of the personal buffer zone is, of course, tolerated for a short while in certain situations; while waiting in large queues; in the cinema, and so forth. But even if one observes, for instance, tables in restaurants, libraries 'and so on filling up little by little, it is quite clear that people will always choose the greatest social distance possible in the given circumstances. The ideal distance between people is considered to be 1.20m to 1.50m. This naturally shrinks when common tasks demand a necessary proximity. On yachts the extent of the social distance, of the body's buffer zone in particular, is continually undercut due to the prevailing spatial conditions. Invasion of one's personal space has sometimes to be accepted for a considerable length of time.

Another aspect of spatial confinement on board is that everybody needs to define their own spatial and temporal area of privacy. There must, therefore, be a place for each member of the crew on board which guarantees this privacy and to which they can retreat as and when they feel like it. A sailor's bunk is naturally the most suitable spot. In the light of this care must be taken that on longer cruises every member of the crew has his own bunk and that no-one is allocated the emergency bunk which during the day doubles as the saloon seat. It is important that the private area of each crew member is respected, and thus preserved, by the rest of the crew. At all events, the absolute uppermost limit to the number of crew on a long-term cruise - and by a long-term cruise we mean being at sea for over a week - should be set by the number of fixed berths available. From the point of view of privacy, the space set aside on board for the individual acquires almost symbolic significance. The offer of a small locker, some place in which a few personal bits and pieces may be stored, will usually be gratefully appreciated by the crew.

Over and above the minimal spatial distance which makes the proximity of other people bearable, there is at sea - and in everyday life as well - yet another aspect to psychological space. The influence

Territorial behaviour in people very rarely has the latter function. Rather it is used to define areas of influence and power or, at the very least, areas of responsibility. It is well known that people, according to their position in the social hierarchy, claim territories for themselves of different sizes. It is the same at sea. Traditionally the captain of the ship is given a cabin to himself provided, of course, there is such a thing as a single cabin on board. This is generally considered his due, regardless of his actual needs. Other members of the crew seek to stake out their territory in different ways. Individuals claim, more or less overtly, the galley, fo'c'sle, sail bags, anchor system, radio system etc. for their own personal areas of responsibility. This kind of territorial behaviour by human beings seems irrational even if, as suggested earlier, it does have deep roots in our evolutionary history. Generally speaking, it is an expression of undefined or unstructured power and authority relations on board.

Territorial behaviour may, in individual cases, take many different forms of expression. It can happen that a crew member feels his territory is being invaded when someone else takes over a job for which he has hitherto felt himself to be responsible. Such 'infringements' are always met with aggression, although whether this takes an open or hidden form depends on the position occupied by the aggressor in the order of rank on board. Some people manage to swallow their anger but this is rare. Another instance of territorial encroachment can be seen if the skipper constantly checks his watch leaders' navigation. This is an example of how the territories of the different role players on board can overlap. The watch leaders are responsible for navigation for the duration of their watch; the skipper, however, is at all times responsible for what happens on board over and above and including what the watch leaders do. Even so the skipper would do well only to check the navigation when it seems necessary from the point of view of safety, and he should do so as discreetly as possible. In any case the watch leaders learn best from their own mistakes, that is, when they have discovered the errors in their navigation for themselves. For this reason the skipper should only proffer criticism if it is requested. He should also always be sparing with praise.

Territorial behaviour of the kind described above invariably stirs up conflicts of authority and questions of competence. A skipper who silently demonstrates in all his actions how capable he is himself, and how incapable the others are, only succeeds in promoting the slow but systematic growth of dissatisfaction on board. How such behaviour can lead to serious socio-psychological tensions has been described in great detail in the travelogue of Walross III. Territorial conflicts are often an expression of other deeper rooted sociopsychological conflicts connected with group structures and individual power claims. This is why it frequently happens that seemingly trivial matters become the starting point for far-reaching conflicts as we have seen in the Apollonia case.

Let us depart once more from the detailed psychological structure of living space at sea and return to the general characterization of the situation on board as an area of increased social density. Here also we can learn by observing animals whose reactions arise simply because a certain critical social density (number of individuals per unit of space) is exceeded. Animals that are kept together under extremely cramped conditions react initially with increased aggression. They then retreat from social interaction. Their feeding and mating patterns are disrupted. Finally, with a further increase in density they become passive and die. The term given to the conditions of social density which give rise to these changes in behaviour is 'crowding'. It is nearly always accompanied by acute stress symptoms. Fortunately human beings are less likely to respond in the same way under conditions of crowding since they are much better able to adapt to different environmental conditions than most of the other animal species. Even so the human organism cannot endure exposure to the stress of crowding for long without some effects on behaviour. It often starts with one feeling physically ill at ease when others invade the already limited personal space. For example, two members of crew at the chart table looking over one's shoulder is enough to cause a very strong subjective feeling of claustrophobia. This also tends to lead to aggressive behaviour and irrational outbursts. If one feels claustrophobic in this way on land the normal reaction is to leave and go somewhere else. At sea this is just not

possible. It is therefore important to take the symptoms of crowding seriously, whether one is aware of them in one's self or notices them in the behaviour of others. They should be made the object of a problem orientated group discussion, so that potential aggression is not allowed to build up into a situation which can have disastrous consequences. Prolonged conditions of stress can make life unbearable, and stress through crowding can be reduced by taking the following measures:

- Clear role allocation and hierarchy on board
- · Clearly structured conditions of interaction (who must be informed/consulted about what)
- Good social interaction
- · Team spirit
- · Co-operative attitude and co-operative activity
- · Rational discussion of problems in place of emotional reaction
- · Awareness of stress through crowding (knowing something is going to happen is often enough to reduce one's susceptibility)
- · Closure of the bulkheads and passage ways from time to time to enable individuals or subgroups to withdraw
- Tell yourself that a restricted situation also has advantages which are often sought after on land.

The social density phenomenon of crowding on board can also be precluded during the planning stage of a cruise:

- Make sure the number of crew is not too large everyone must have his own bunk
- · Accustom yourself and the rest of the crew to social confinement beforehand or at least to the idea of it
- · Concentrate the attention of the crew on the common task ahead and the problem of social density may fade into the background.

Social isolation at sea

As I mentioned earlier, to make matters worse one has not only to contend with a limited amount of space on board but with the problem of isolation as well. The isolation which prevents one from getting away, from turning to other things and from making other social contacts. It can, if it is the predominant feeling, lead to aggressive behaviour in itself (independent of social confinement). In

this connection the triggering factor is certainly that the situation is felt by the individual to be outside his control - a restriction on his personal capacity for action which cannot be overcome by his own efforts. One feels helpless, as if hemmed in by inpenetrable prison walls. A consequence of this, besides increased aggression, can also be depression: a crew member in this condition becomes more and more reserved, melancholic and also more apathetic and less motivated. In the event of such isolation-related depression it is important to involve the afflicted crew member more actively in the activities on board, to entrust him with special tasks which are necessary to the well-being of the whole crew. The accompanying increase in his sense of responsibility serves to counteract his feeling of isolation.

Social isolation on yachts is, to a certain extent, closely linked with the problem of social density. It is, of course, a particular problem for lone seamen, be they single-handed vachtsmen or shipwreck victims. One important difference between these two categories however is that the single-handed yachtsman is much better able, through firm reliance on his own abilities, to endure social isolation than is his shipwrecked counterpart, who is at the mercy of the wind and tide. While the single-handed yachtsman always has the feeling of being in control of his craft and of reaching his destination by his own efforts, the occupant of a life-raft is controlled by the situation in which he finds himself and, as far as his being rescued is concerned, is largely dependent on chance. This is why in the latter case the feelings of despair and hopelessness take hold after only a short period of isolation. Even the most desperate situation is bearable, even for someone entirely on their own, provided they have some sense of having their position and environment under control. People who have gone through this kind of experience themselves have, therefore, been right to instigate the construction of life-rafts which are fitted with a sail and can be steered.

Social isolation can also occur in groups on long-term cruises, especially if the personalities of the crew are not compatible. Differing experience, seafaring ability and motivation can be sufficient grounds for crew members to so define their territories that the others keep out of their way as far as possible, and in this way everyone becomes isolated.

The social situation becomes even more difficult for individuals who, for whatever reason, are excluded from the social group. An important task for the skipper in his role as 'social-emotional leader' is to recognize this kind of isolation process in good time and to nip it in the bud. This is most easily achieved through a reorganization of the watches – within the new group the isolated individual often acquires a new social role.

The oceans are free - but we make territorial claims upon them

Territorial behaviour which links our instincts with those of our forefathers in the animal kingdom is not restricted to the confines of the boat. On the contrary our territorial claims all too often extend far beyond it. To begin with, many yachtsmen take extreme umbrage when, in an overcrowded marina, another yacht wishes to tie up alongside them. Excuses such as 'but we are planning to leave tomorrow morning at 0400 hrs' constitute the least aggravating response to a friendly request of this kind, since those boat owners who thus lay claim to the adjoining berth are often caught out next morning when they sleep in and the first face appears on deck at 0900 hrs. It is much worse when claims for compensation are threatened before even the first fender has touched the side of the inhospitable boat. What is insufferable, however, for the yachtsman arriving late, is to be forbidden passage across a boat by someone trying to defend his 'householder rights'. In cases like these it pays to inform the harbour master as it is he alone who has the final word regarding the berthing arrangements.

If, however, the skipper of a yacht which is lying in a raft is compelled to tolerate other yachts coming alongside him, as typically happens in a marina during the summer months, we frequently come across a kind of territorial behaviour already familiar from camp sites and allotments. Using bits of rope, a narrow passage is fenced off across the fo'c'sle which is supposed to discourage yachtsmen who are crossing from the far side to the pontoon from stepping the wrong way on deck. Since, however, traditional yachting practice stipulates that one should only cross the fo'c'sle of a neighbouring yacht when it is absolutely necessary, this kind of compulsory barrier does not exactly constitute a sign of good sailing comradeship since it implies that neighbours would otherwise blunder through the cockpit.

It is not only the nations of the world that are extending their

territorial claims more and more upon the open seas – previously 3 nautical miles, today mostly 12 and for the fishing industry 200 – but yachtsmen also seem, going by what one occasionally reads, to be considerably extending their territorial claims at sea. In the summer of 1983, for instance, there was a report about a motorboat by the name of *Beluga* which had anchored in the middle of the entrance to a Yugoslavian bay and which had put out land lines to either side, even though the weather was calm, so that other boats were denied access to the bay. The skipper of the *Beluga* ignored the requests of several other yachts to be allowed to pass, upholding his territorial claim to the 'private' bay. That such territorial behaviour in others – just as in the animal kingdom – is extremely likely to provoke aggression was illustrated shortly afterwards by the reaction of one reader who suggested forcing entry to the forbidden territory using a tackle knife and bolt cutter.

Group-dynamics on board

When the crew comes on board at the beginning of a holiday cruise they do not yet constitute a group but merely a collection of individuals. A period of mutual evaluation soon begins; of getting to know the attitudes and competence of the others while working together on board. Now and then something will happen to distinguish one crew member from the others. Before long the specific strengths and weaknesses of each become apparent.

As the chance collection of sailors gradually develops as a group, structures or well-ordered relationships also begin to form between individuals. These structures are in the first instance hierarchies. Someone is recognized as the skipper. However this does not necessarily mean that from the outset the latter occupies the foremost position in the psychological hierarchy. He must first prove his competence and superiority. Initially somebody quite different may be dominant; someone who has a friendly word for everyone, someone who in small ways makes himself popular and who consequently is the one the rest of the crew always look to first. The leader in the popularity stakes also tends to know most about the problems of the others since he is the one people confide in most easily. At the other end of the scale there may be a very quiet member of crew, someone who tries hard to establish contact with the others

but who is quite seldom spoken to himself. In extreme cases he can become the 'outsider' who in the eyes of the others always does everything wrong and who should have been left behind. The outsider is, however, very important to the group and if he were not there his place would have to be filled by someone else. The formation of hierarchies in human groups is very reminiscent of something animal psychologists first noticed some sixty years ago when studying the behaviour of chickens: each bird stands in a particular order of rank with respect to the others. This rank can be ascertained by observing whether a chicken pecks or must accept being pecked by another. We come across this 'pecking order' in all human social groups as well - especially in the relatively isolated social groups at sea.

However, a group distinguishes itself from a simple collection of individuals by more than its pecking order. Members of a social group identify with each other; they pursue common goals, they share the same standards and codes of conduct and have the same ideals. The more closely integrated a group becomes the more strongly it stands apart from other groups, such as other crews.

Groups cannot be of an indiscriminate size. The optimum number of people is six. If a crew consists of twelve people, subgroups are sure to form, each with a hierarchy of its own and a strong sense of the common bond which sets it apart from the others. In the development of groups and subgroups it is found time and again that opinions, attitudes and standards soon converge and standardise. In this respect a single person can become the representative of different systems of values if, for example, he belongs to different groups at sea and ashore. It is important for the skipper to get to know as much as possible about the group structure on board. By taking account of the existing structures and skilfully allocating the tasks, watch divisions and so on, he should be able to avoid the discord which almost always has a negative effect on everyone on board and which is detrimental to the safety of the boat.

If so desired the group structure can be illustrated by a simple 'sociogram'. Each member of the crew is requested to write down on a piece of paper the names of the two other members of crew he would most like to form a watch with. From the 'votes' it is then very simple to construct a sociogram like that in Figure 39. Crew members are arranged in the plan according to the number of votes each has received. Each vote is represented by an arrow with a dotted

line and each reciprocated vote by a double headed arrow with an unbroken line. In the illustrated case the results were as follows:

A chose C and D D chose A and E B chose C and E E chose A and B C chose A and E F chose D and E

The sociogram in Figure 39 shows that E is clearly the most popular choice (he is the ship's cook); all the same the skipper, A, still has 3 votes. A shares a reciprocal vote with both watch leaders C and D. F. is the outsider - he has not been voted for at all. The watches should by no means be organized according to sociograms like this in practice.

The nautical and seafaring ability of the crew should always be the decisive factor. However, the sociogram can be made the basis for an evening meeting in which relationships between crew members are discussed. This is a good way of clearing the air, of bringing problems out into the open which, once they have been made known, may also be resolved. No-one must labour under the false impression, however, that a sailing cruise is by any means a group-dynamic event. Sailing crews are, generally speaking, activity orientated groups in which relationships arise primarily through each member's competence and capacity for co-operation. Inter-personal relationships are initially secondary and only develop on the basis of joint activity. However if a crew really wants to pull together as a team then the problem of these relationships must not be ignored either. This is particularly important for racing crews. Well structured groups in which there are no subliminal interpersonal tensions perform considerably better than a collection of individualists and egoists. The advantage lies precisely in the aforementioned similarity of opinions and standards. It is this which forms the basis for mutual understanding, joint co-operation and agreement on objectives - not the pursuit of selfish interests. In this respect a collective evening to clarify where everyone stands in relation to everyone else is a must for a racing crew. For the holiday crew such socio-psychological exercises can be recommended as a means of ensuring greater contentment on board and preventing build-up of aggression.

A further aspect of group-dynamics on board, one which should be of particular interest to the skipper, concerns the preferred lines of communication. Figure 40 is a schematic representation of three very different communication structures which can and do occur in real life. In the Complete Structure everyone communicates on equal

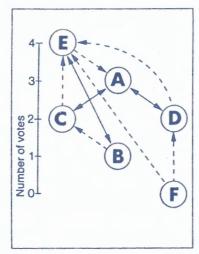
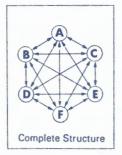
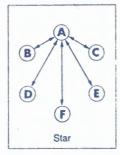


Figure 39. Sociogram of a crew (see text).





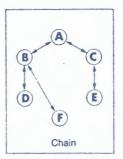


Figure 40. Three types of communication structure found at sea.

terms with everyone else. The skipper confers with each member of the crew and everyone is free to express his opinion without reserve. The skipper, A, is by no means the one to whom all verbal communications are addressed, rather every possible communication channel between crew members is realized.

With the Star we have something quite different. Here the skipper communicates with each member of his crew singly. The crew members individually do not know what has been discussed with the others.

Finally, with the third structure, the Chain, skipper A gives instructions or information to those next in line, the watch leaders (or equivalent), who in turn pass on the messages to the rest of the crew. Skipper A has, then, no direct contact at all with D, E or F.

Communication structures like these have been researched more thoroughly in social psychology with regard to situations other than sailing. It has been shown that the speed and accuracy with which information is conveyed in the Complete Structure is low and, by comparison, high in the Chain and Star. With the Complete Structure the leadership role of the skipper is relatively undefined. With the Chain, on the other hand, it is clearly emphasized and even more so in the Star. The crew are naturally happiest with the Complete Structure. With the Chain they are significantly less satisfied and with the Star, not at all. Even if, traditionally, different socio-psychological laws are accepted at sea than on land - the effectiveness of the ship's leadership in critical situations is always more highly valued than the contentment of the crew members - the skipper should nevertheless take time to assess critically his style of leadership and communication.

It is certainly true that with small crews on small craft a star shaped communication matrix is not necessarily optimal, nor is a hierarchial pattern such as the Chain model. On the other hand, the adoption of the Complete Structure for communications should not mean that each time a decision is to be taken it is first placed under discussion - making concerted action by the crew impossible. Communication between skipper and crew in the Complete Structure demands greater qualities of leadership, persuasive powers and expertise than the Star or Chain in which the leadership role of the skipper is already structurally guaranteed. But more on this topic in the following section.

What gives the skipper his authority? - on the sociopsychology of ship leadership

The skipper determines the 'working atmosphere' on board. His personality, conduct, the way in which he issues instructions - in short, his style of leadership - play a crucial role in determining the attitude of his crew. The general mood on board might be one of frustration and reluctance, with each member of the crew preferring

to go his own way and only grudgingly accepting the division of labour. In contrast, it might be that the group works together as a team, looking upon each task as a necessary step towards the achievement of a common objective and refusing to become downcast in difficult situations. Certainly the skipper of a yacht is no longer the 'master over the life and death' of his crew that he used to be in the early days of seafaring, when he could uphold his authority by force of arms and was free to punish his crew in any way he saw fit. Nevertheless the responsibility of the Captain as recorded in the International Regulations for Preventing Collisions at Sea (4) imposes special duties upon him and at the same time grants him special rights. Co-operative command of a ship is in this respect out of the question. Of course this does not mean that the skipper cannot consult the watch leaders before he makes a decision or discuss plans for the cruise with his crew. In special cases however, particularly if the safety of the crew and the yacht are at stake, final responsibility rests with the skipper who must make his decisions clearly, unambiguously, promptly - and alone.

In the light of this it would seem sensible, in cases where several of the crew are taking part in an open-sea cruise for the first time, to discuss at a preliminary meeting not merely whether Becks beer or Budweiser should be bought but also the special socio-psychological implications that arise from having a clear leadership structure on board a boat. A student group would find it difficult, for example, to reconcile themselves to the idea of Mr X, someone who sat quietly in seminars contributing little to the discussion, suddenly assuming the role of skipper and being able self-assuredly to issue instructions to his fellows. Role conflicts of this kind arise because groups on land have a certain structure which accords with social hierarchy and in which emphasis is placed on communication skills. At sea the same group suddenly acquire a new formal structure because different skills and experience are required. These conflicts should be foreseen and openly discussed before a cruise. Otherwise the skipper's authority might only grudgingly be accepted, if at all, because neither he nor the rest of the crew are able to detach themselves from the group structure which operates ashore. It must be emphasized that while the idea of one person having formal authority is often regarded in a negative light on land (because there is seldom any call for leadership by a single person), at sea it can be the one factor that guarantees the safety and survival of the crew.

When I speak of the 'authority' of the skipper I do not intend to conjure up images of someone who no sooner has the deck beneath his feet than he begins to rant and rave, inflicting obscure demands upon his crew. I would rather we ask ourselves what the features are that distinguish a good skipper; how he may be recognised and how one should behave in order to qualify as such. Almost anyone who has sailed in different crews believes they know the personal qualities - besides seafaring and navigational skills - that make a good skipper. He distinguishes himself by his initiative, stamina, know-how, selfconfidence, willingness to take responsibility, intelligence, sociability and so on. He is not an excitable type but exudes calm and confidence. He has a good sense of judgement and is physically fit. These are all qualities that skippers have. There are, however, any number of good skippers who lack many of them. Furthermore it is almost impossible to recognise many of these qualities beforehand on land. The positive abilities that a skipper possesses may only come to the fore in times of crisis. One need have no hesitation in saying that before now there was no such thing as the typical qualities of a skipper. However there are certain behavioural characteristics which are evident after only a short while at sea which distinguish good skippers.

• They are the most strict adherents to the group standards (eg: no smoking below deck, conscientious fulfilment of galley duty, observation of safety precautions)

· They do not sit aft in the cockpit issuing commands for the crew to carry out but participate fully, helping with difficult

manoeuvres

· They do not take solitary decisions but, where possible, discuss in advance with the crew what is to be done, allowing them to choose from alternative courses of action or explaining the reasons behind a particular decision. When decisions have to be made immediately under pressure they discuss them with the crew afterwards

· They do not undertake themselves all the difficult tasks which require a high degree of skill (harbour manoeuvres, sail changes, sextant measurements) but, as far as the situation permits, give the crew the opportunity to learn and, in time, to apply and develop their own skills

When a skipper issues instructions he must ensure that they are

well thought out and not immediately subject to amendments: they should be clear and easily understood. If they contradict earlier instructions, this should be remarked. Furthermore they should be directed at a specific person and the same person should not be given more than one set of instructions at a time ('Can you just clear the peak halyard and check the diesel')

· Finally, a good skipper is one who gets to know the individual needs, interests and problems of his crew and makes allowances

for these in the division of labour on board.

This list of behavioural characteristics, although incomplete, nevertheless demonstrates that it is perhaps less a question of the inherent personal qualities that single someone out for the role of skipper than certain codes of conduct which can be summed up under the heading 'style of leadership' and which anyone can learn. In a classic sociopsychological investigation three different styles of leadership - the authoritarian, the democratic and the laissez-faire - were tried out in youth groups, each of which had a special task to fulfil. The authoritarian leader determined what and how things were to be done in every detail and only ever informed the group of the course of action one step at a time. He determined what each individual had to do and the group were left uninformed about future developments. Any praise or criticism was directed at individuals.

With the democratic style of leadership the method of approach was decided upon jointly through group discussions. Each step was planned jointly after the leader had put forward the various alternatives. The allocation of tasks was left up to the group. The group leader himself fitted in with the activities of the others. He praised and criticised individual actions, not individuals.

Finally, with the third group, all the decision making was left to the group itself. The leader did not participate at all and only offered his opinion when it was asked for. There was no praise or criticism.

The results of this investigation are very interesting and can give us valuable clues as to how to behave on board. Under the authoritarian style of leadership, a lot of aggression was apparent among the group members, especially against outsiders. Furthermore both toadying and power-seeking behaviour were in evidence. There was relatively little sense of team spirit and as the pressure diminished the group fell apart. Group satisfaction was low even though the task was completed relatively quickly and efficiently.

Under the democratic style there proved to be more independent work motivation among the group members. The group held together more and was satisfied with its activity, although in purely numerical terms its performance was not as good as that of the authoritarian-led group. There were, however, more original ideas produced by this group.

Lastly, the laissez-faire group demonstrated the lowest work performance and the least team spirit. At times there was no group structure at all, making the pursuit of common group objectives

correspondingly difficult.

If we compare these styles of leadership and their results with the behavioural characteristics of good skippers which were listed earlier, the democratic approach would seem to be the optimal style of leadership. There should, however, be the reservation that in certain circumstances the skipper should exercise greater authority since it may be that such action is necessary to retrieve a difficult situation. I would describe the ideal style of leadership on board as 'responsible co-operative'.

Anarchistic laissez-faire leadership does not lend itself to seafaring. In our sociogram (Fig 39) we noticed that skipper A was not the most popular member of the crew. Crew member E, the cook, was most frequently named as the one with whom the others wished to form a watch. If we had asked different questions our sociogram would probably have been structured quite differently. If we were to ask 'Which member of the crew would you prefer to go on a pub crawl with?' it is highly likely that most of the votes would be for a different person than if we were to ask 'Which member of the crew would you choose to help you to weather a storm?' Social psychologists have found that in groups, and even in institutions and communities, there are two different leadership roles which are fulfilled by different people. On the one hand there is the efficient type whose qualifications and track record are undisputed, while on the other hand there is the popular type who is most likely to act as confidant for social and emotional problems. We enjoy working with the former and enjoy the company of the latter. One might think that the ideal skipper should combine both roles. However this is seldom the case because the types of behaviour determined by the different roles are, to a certain extent, mutually exclusive: a safety-conscious skipper who is concentrating on the task in hand may, in a moment of crisis, be unable to provide any social/emotional support.

An investigation which was carried out in the merchant marine shows that crew members consider those captains who possess at least as many social as technical skills to be the best (see Fig 41). The worst captains are seen, first and foremost, to be those who possess more technical than social skills, while in second place are those who possess social and technical skills in equal measure. It should not, however, be concluded from this that the position of a leader is best filled according to social skills. The most popular man on board may be the best skipper in the eyes of the crew but not necessarily the automatic choice when faced with a storm, in which case the most capable man proves to be the best choice. As the latter situation could be a matter of life and death for the entire crew, it would be unwise to choose a skipper for his popularity without due consideration being given to his seafaring and navigational skills. Popularity should only be the deciding factor when the choice is between two skippers of equal ability. In practice it is most often the case that the two roles are split in the manner referred to: the skipper being the most capable man on board and another member of the crew being the most popular. As analysis of reports of long-term cruises shows, this kind of group-dynamic situation generally proves to be stable and satisfactory. It only becomes problematic if the common ground and mutual respect of the role holders breaks down, in which case their personal motives conflict and the development of subgroups is set in motion. This situation can give rise to unbearable tensions. For a well-balanced group structure it is thus necessary for the skipper to accept the fact that he is not the most important person on board in every respect.

Another, often undesirable, role conflict on board can occur when the owner of the boat is not necessarily the most capable member of the crew. The owner can do one of two things: firstly he can hire a skipper - which may lead to discord later since, as a member of the crew, the owner is in the position of having to accept the skipper's authority and yet at any time he can make it clear to the skipper that he can be dismissed summarily. Secondly, however, if in order to avoid this split authority the owner claims the role of skipper for himself when there are more able people in the crew, then when it comes to a critical situation the conflict is even more surely preprogrammed. On board the Apollonia where this role conflict overlayed the rivalry between the most popular (Klein) and the most

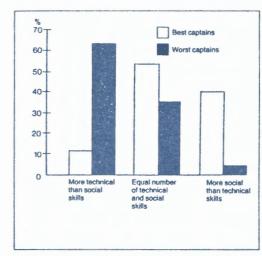


Figure 41. Captains judged by the crew.

able (Termann), the resulting socio-psychological situation led to the violent deaths of two people.

So much frustration - and then aggression

We have become acquainted in this chapter with a series of circumstances which can give rise to conspicuously aggressive behaviour at sea. These circumstances all serve to limit the scope and freedom of the individual; in particular, the cramped conditions on board, the few opportunities for solitary retreat and the social crowding which confronts the individual with the same people with the same behavioural patterns every day. Another factor is the unavoidable infringements on the individual's personal space which occur as a result of this kind of confinement and which we have defined as the problem of territorialism. Finally there is the question of isolation at sea and the impossibility of simply breaking away. Being becalmed for long periods with the accompanying inactivity and boredom can also bring morale on board to rock-bottom. In addition there are the problems that sometimes occur with the division of labour as described in chapter 3: too much specialisation,

114 The Psychology of Sailing

too little co-operative activity and, as a result of this, too little scope for acquiring new knowledge. Add an authoritarian style of leadership and the vat of discontent and frustration is full to overflowing. Aggression is the inevitable consequence. This may direct itself outwardly, but in most cases, in the absence of external objects, the powder keg of aggression explodes within the crew. It is this which at last prompts discussion among sailors in an attempt to resolve the situation by analyzing the problems one by one and working out possible solutions. Certainly not all the problems will be solved in this way, but even small alterations to the organization of life on board, avoiding provocative behaviour or even simply showing an understanding for an individual's problems, can help to lighten the mood again.

Not all of the potentially frustrating circumstances on board can be avoided: the amount of space available and the scope for retreat are determined by the ship's hull and there is similarly nothing one can do about being becalmed. However some of the other problems indicated here may be anticipated and, if discussed with the crew in the run up to the cruise, they may be averted before frustration and aggression have a chance to set in.

The recognition of what from a socio-psychological point of view are unfavourable conditions on board a yacht should not, however, outweigh the fact that year after year thousands of yachtsmen congregate in order to expose themselves to these very conditions for several weeks at a time. People are extremely adaptable, even to the most adverse circumstances, and there need not be any negative effect at all on the individual or the group from exposure to the environment on board and at sea provided it is voluntary. Even the far greater discomforts which the American aquanauts suffered for a period of several weeks in the underwater research capsule Sealab II - spatial confinement, crowding, darkness, the seclusion of the environment, being 20m under the sea and so on - did not lead to any group-dynamic or personal problems apart from the usual signs of stress customary under such extreme conditions. The capsule crew's co-operativeness and spirit of enterprise remained unimpaired for the duration of the project. Here too both civilian and military divers were voluntary participants in the venture. It is just the - fortunately rare - exceptions in which extreme environmental conditions on board boats lead to socio-psychological catastrophes like the Apollonia case.

5 What drives us at sea? A word on the motivation of the sailor

The sailor and anxiety - producing action or immobility?

Every sailor certainly knows what it is to experience fear. By this we do not necessarily mean the fear one experiences in the face of a bad storm; there are many lesser anxieties such as whether the rigging and the sail will withstand a sudden squall; the anxiety experienced when steering for a harbour on the lee shore in a Force 6, or the worry about whether one will manage a harbour manoeuvre in the limited space available. Anxiety manifests itself in clearly perceptible physiological changes: one's blood pressure increases, the heart beat quickens, we begin to perspire. We call these physical symptoms 'activation'.

The sailor need not be embarrassed about feeling afraid. As long as fear is the response to actual danger it is a natural and even useful phenomenon. Sailors on the high seas are constantly confronted with the real dangers of their environment. Fear assists in the avoidance of danger. Fear in an ample (though not excessive) degree can mobilize forces which sharpen up the senses and improve one's capacity to anticipate and assess the risks inherent in certain situations. Our reactions are governed by rules similar to those we have observed before in other connections (see Fig. 26).

Figure 42 shows that with a low level of anxiety or activation our level of performance is likewise low. With a medium level on the other hand our performance is high. With increasing anxiety it drops once again. The optimum performance level is found with demanding tasks and a lesser degree of anxiety or with simple tasks and a greater degree of anxiety or activation. A very high degree of anxiety

THE RADIOTELEPHONY REGULATIONS AND PRESCRIBED PROCEDURES APPLICABLE TO THE MARITIME MOBILE SERVICE: FOR THE GUIDANCE OF RADIOTELEPHONE OPERATORS OF SHIP STATIONS OPERATING WITHIN THE MARITIME VHF BAND ONLY.

1. SHIP STATION LICENCES

l. SHIP STATION LICENCES
Every radio installation shall be licenced. Licences are issued by the Postmaster General and should be kept aboard, readily available for inspection by Radio Inspectors appointed by the Postmaster General. The conditions of the licence shall be observed at all times. SHIP STATION LICENCES ARE NOT TRANSFERRABLE and all changes of ownership of the vessel, equipment or addresses shall be reported to the office of the Postmaster General through the nearest Radio Inspector's office as soon as possible.

2. RADIO OPERATOR'S QUALIFICATIONS
Maritime radiotelephone apparatus shall only be operated by, or under
the supervision of, operators in possession of at least a Restricted
Radiotelephone Operator's Certificate issued by the Postmaster General.

PRESCRIBED BOOKS AND DOCUMENTS
The following books and documents must be carried by all vessels equipped with a VHF radiotelephone installation:-

a) The ship station radio licence;b) The radio operator's certificate;

- c) A list of the working channels and services offered by the Coast Stations with which the vessel normally communicates;
- d) The Radio Regulations or summary thereof (this brochure will suffice).
- 4. SECRECY OF COMMUNICATIONS
 The interception of communications, other than those which the station is licenced to receive, is forbidden. If such communications are received involuntarily, they may not be reproduced in writing, communicated to other persons or used for any purpose whatsoever.
- 5. CLOCK
 A reliable clock with a sweep second hand, with a dial of not less than 13cm (5 inches) in diameter, should be securely mounted within light of the operating position of the radio installation.
- 6. EMERGENCY LIGHT
 An electric lamp, operated from the emergency supply, shall be provided. The lamp should provide adequate illumination of all the controls of the radio installation, as well as the card of instructions of the emergency operating procedure.
- 7. CARD OF INSTRUCTIONS
 A card of instructions, giving a clear summary of the DISTRESS, URGENCY and SAFETY procedures, the vessel's name, call-sign, and the name and address of the owners, should be displayed in clear view of the operating position.
- 8. ANTENNA LEAD-IN INSULATORS AND ANTENNAS
 Antenna lead-in insulators which are mounted in the wheelhouse or in
 the cabin must be so sited that no extraneous matter may be placed on
 or become lodged thereon, and so sited that the antennas and connecting
 wires cannot be touched by anybody out of sight of the operating position.

9. IRREGULAR USE OF RADIO INSTALLATIONS
The radio installation is licenced in accordance with the Radio Act
(Act No.3 of 1952) and the regulations contained in the Merchant Shipping
Radio Regulations (1968). Any communication or usage other than that
prescribed in the Act or Regulations is considered to be irregular and
can result in the cancellation of the ship station licence, sealing of
the radio apparatus and suspension or cancellation of the operator's

10. USE OF THE RADIO INSTALLATION WHILST IN PORT OR AT ANCHOR
The VHF radio installation on board a vessel berthed in a port, or at
anchor in a harbour, in the Republic of South Africa may be used ONLY
in the following circumstances:-

a) to exchange traffic with the nearest Coast Station;b) to communicate with the Port Operations services; and

c) to communicate with another vessel on its way to the harbour or berth, provided the communication is limited to navigational safety.

11. RESTRICTIONS ON THE USE OF RADIO INSTALLATIONS

IT IS FORBIDDEN TO:-

certificate.

a) Exchange traffic, other than distress, urgency or safety traffic on channel 16.

b) Exchange unnecessary signals of any kind.

c) Use radio installations for conversations other than those necessary for the transmission of authorised messages and telephone calls.

d) Use offensive or abusive language.

e) Disclose the contents of telegrams, messages or R/T calls.

f) Install or be in possession of unlicenced apparatus.

- g) Interfere with or cause interference to other transmissions.
- h) Engage in communications of any kind without the use of the vessel's registered name and/or callsign at least once during every transmission.

12. POWER

The maximum power output of any maritime mobile VHF installation shall not exceed 25 watts.

13. CONTROL OF WORKING
EXCEPT IN THE CASE OF DISTRESS, the Coast Station controls the communications in its area and ship stations may not interfere with the working of the Coast Station. In distress situations, the STATION IN DISTRESS controls communications unless it hands over control to another station, usually the nearest Coast Station or rescue vessel.

14. STATION IDENTIFICATION SIGNALS
When calling only the station's registered name or callsign may be used,
e.g. DURBANRADIO/ZSD in the case of a Coast Station, or ALPHA/ZR2211 in
the case of a ship station. No other forms of identification may be
used such as nicknames or person's names, unless the vessel is so
registered. TRANSMISSIONS WITHOUT IDENTIFICATION ARE STRICTLY PROHIBITED.

15. OTHER REGULATIONS AND REQUIREMENTS
The authorities of any country where a vessel calls may require the production of the ship station licence and/or operator's certificate. Failure to produce a valid licence or certificate may result in the sealing of the radio installation and detention of the vessel.

3.

The holder of a licence and all employees having access to radio telegrams or radiotelephone apparatus must preserve the secrecy of private correspondence.

Any station making transmissions for test, adjustments, etc., must transmit its name or callsign at short intervals.

Stations should not close before (i) all operations resulting from distress, urgency or safety signals are concluded, and (ii) as far as possible, all traffic originating at or destined for coast stations in range has been disposed of.

Radio operators must observe the terms and conditions of issue of their ship station licences

16. ORDER OF PRIORITY OF COMMUNICATIONS IN THE MARITIME MOBILE SERVICE

- 1. Distress calls, Distress messages and Distress traffic.
- Communications preceded by the Urgency signal.
- 3. Communications preceded by the Safety signal.
- 4. Communications relating to Radio Direction Finding (RDF).
- 5. Communications relating to the navigation and safe movement of aircraft engaged in Search and Rescue operations.
- 6. Communications relating to the navigation, movements and needs of ships. Weather observations destined for an official meteorological service.
- 7. Government radiotelegrams relative to the application of the United Nations Charter (ETAT PRIORITE NATIONS).
- 8. Government radiotelegrams with priority and Government calls for which priority has been expressly requested (ETAT PRIORITE).
- 9. Service communications relating to the working of the telecommunication service or to communications previously exchanged.
- 10. Government communications other than in 7 & 8 above, ordinary private communications, RCT telegrams and press telegrams.

DISTRESS TERMINOLOGY & DISTRESS PROCEDURE The radiotelephone DISTRESS SIGNAL consists of the expression "MAYDAY". This signal indicates that the vessel transmitting it is threatened by grave and imminent danger and requires immediate assistance. It is used in the DISTRESS CALL, which precedes the DISTRESS MESSAGE, and may only be transmitted on the authority of the Master or person responsible for the vessel. It must also be used before each call and before each message concerning distress.

18. THE DISTRESS CALL
This consists of the distress signal MAYDAY transmitted three times,
followed by the words "THIS IS" transmitted once, followed by the name
of the station in distress transmitted three times.

19. THE DISTRESS MESSAGE
This consists of the distress signal MAYDAY transmitted once, followed by the name and callsign of the vessel in distress, its position (either in latitude and longitude or, if possible, by a bearing in degrees and distance in nautical miles from a KNOWN GEOGRAPHICAL POINT), the nature of the distress, the type of assistance required and any further information which may assist rescue operations.

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- 20. PRIORITY DISTRESS traffic has ABSOLUTE PRIORITY over all other transmissions. Stations receiving a distress call must immediately cease all operations on the distress frequency and maintain a listening watch to assist in rescue operations if required.
- 21. EXAMPLE OF A DISTRESS CALL AND MESSAGE MAYDAY MAYDAY MAYDAY THIS IS ALPHA ALPHA MAYDAY ALPHA/ZR2211, position 30 miles South of Tugela Mouth, have struck submerged object and am sinking, require immediate assistance, will fire distress flares at intervals (+ any other information that may assist in rescue operations, e.g., five people aboard, etc), OVER.
- 22. ACKNOWLEDGEMENT OF RECEIPT OF A DISTRESS MESSAGE An acknowledgement of receipt of a distress message should be made as per the following example. For the purposes of the example, the vessel ALPHA has transmitted a distress message which has been received by the vessel BETA: - "MAYDAY ALPHA THIS IS BÉTA BETA, RECEIVED MAYDAY, OVER".
- IT IS INCUMBENT UPON EVERY STATION RECEIVING A DISTRESS MESSAGE TO ACKNOWLEDGE RECEIPT, WHETHER OR NOT THEY ARE IN A POSITION TO ASSIST.
- 23. VESSELS IN THE IMMEDIATE VICINITY OF A DISTRESS Should acknowledge receipt immediately, but when in the vicinity of a Coast Station a short time should be allowed for the Coast Station to reply without interference.
- 24. VESSELS NOT IN THE IMMEDIATE VICINITY Should allow a short interval to elapse before acknowledging receipt, to permit stations closer to the distress to acknowledge first.
- 25. AFTER INITIAL ACKNOWLEDGEMENT Every vessel acknowledging receipt of a distress message should, upon the order of the Master or person responsible for the vessel and as soon as possible after the acknowledgment, supply its NAME, POSITION, SPEED at which it is proceeding and ETA at the distress scene, to the station in distress and also to the nearest Coast Station.
- 26. MAYDAY RELAY When not in a position to render assistance, a station hearing a distress message which has not been acknowledged by another station should take all possible action to attract the attention of other stations who may be more favourably placed to assist. The MAYDAY RELAY signal MUST be used.

Additionally, any station learning of a mobile station in distress should relay a distress message in the following instances:-

a) When the station in distress cannot transmit a distress message

itself (e.g., due to radio failure, etc).

b) When the Master, or person responsible for the vessel receiving the distress, considers that further assistance is required.

The distress message is announced and relayed as follows:-

"MAYDAY RELAY MAYDAY RELAY MAYDAY RELAY THIS IS (Name of the station RELAYING the distress message, transmitted three times) ... FOLLOWING DISTRESS MESSAGE RECEIVED FROM.... (Name of the vessel in distress)... THEN REPEAT THE DISTRESS MESSAGE EXACTLY AS RECEIVED."

Note: WHEN RELAYING A DISTRESS MESSAGE IT IS EXTREMELY IMPORTANT TO USE THE SIGNAL "MAYDAY RELAY" SO THAT RADIO DIRECTION FINDER BEARINGS ARE NOT TAKEN ON THE WRONG STATION. 5./... (007 01 04)

27. USE OF THE DISTRESS SIGNAL
The Distress Signal may only be used when immediate assistance is needed i.e., ONLY when the safety of life or safety of a vessel is in imminent danger. Except in the case of distress, the use of the distress signal is STRICTLY PROHIBITED.

28. RESTRICTIONS DURING DISTRESS COMMUNICATIONS
All stations not involved in distress operations MUST MAINTAIN SILENCE
on the frequencies being used for distress communications. The vessel in
distress, and/or the station controlling distress traffic, may impose
silence on all stations with the use of the expression "SEELONCE MAYDAY"
followed by its name/callsign on the frequency being used for distress
communications. NO OTHER STATION MAY USE THIS EXPRESSION.
Any other station wishing to impose silence may use the expression
"SEELONCE DISTRESS", followed by its own name/callsign.

29. CONCLUSION OF DISTRESS OPERATIONS
At the end of the distress phase, when no further assistance is required,
the controlling station must cancel the silence imposed on the distress
frequencies by broadcasting a message to all stations as follows:-

"MAYDAY ALL STATIONS ALL STATIONS ALL STATIONS THIS IS (Name of the controlling station, transmitted three times) TIME (in UTC) NAME OF THE DISTRESSED VESSEL, SEELONCE FEENEE".

When the initial distress phase has been completed and rescue operations are well underway, RESTRICTED working on the distress frequency may be allowed by the controlling station by the use of the expression "PRUDONCE". The message broadcast would take a similar form to that above, with the phrase "SEELONCE FEENEE" being replaced by "PRUDONCE". However, full silence may be re-imposed at any time, if found to be necessary, until the distress situation is completely over.

N.B. When normal working has been resumed on the distress frequency, care must be taken to avoid interfering with any URGENCY or SAFETY messages which frequently follow distress operations.

The URGENCY SIGNAL
The radiotelephone urgency signal is the expression "PAN-PAN" repeated three times before the call to all stations, and may be sent only on the authority of the Master, or person responsible for the vessel.

The signal is transmitted to indicate that a station has a very urgent message to communicate concerning the safety of a ship or aircraft, or the safety of a person aboard a vessel, BUT NOT IN IMMINENT DANGER.

The urgency signal has priority over all other communications except distress, and stations hearing the signal should avoid interfering with the transmission. The message which follows the signal may be transmitted to either ALL STATIONS or to a particular station, e.g., DURBANRADIO.

Typical reasons for transmitting urgency messaces are:- engine failure and drifting into danger (but not in IMMINENT danger), requiring a tow from another vessel, serious illness or injury aboard, man overboard, etc.

31. CANCELLATION OF AN URGENCY MESSAGE
If an urgency message was transmitted to ALL STATIONS, it must be
cancelled by an appropriate message to ALL STATIONS when no further
assistance is required, or when the urgency situation is over. The
message of cancellation should also be preceded by the urgency signal
PAN-PAN.
6./...

32. MEDICAL ADVICE

Medical advice may be obtained, free of charge, from any coast station by means of a message prefixed "MEDICO" and addressed to "PORTHEALTH" at any convenient port in the Republic.

Information as to what medical supplies are available on board should form part of the message, together with the patient's age, sex and all relative symptoms. Additionally, the last port, next port and distance to the nearest port are also important to the Health Department.

The urgency signal, PAN-PAN, may be used if urgent assistance is needed.

33. THE SAFETY SIGNAL
The radiotelephone SAFETY SIGNAL consists of the expression "SECURITE",
pronounced SAYCUREETAY, transmitted three times. This signal is used to
announce Navigation Warnings, Gale or rough sea warnings or any other
messages concerning the safety of navigation of vessels.

34. PRIORITY
The safety signal has priority over all other messages except distress or urgency messages, and stations hearing the signal should take care not to interfere with the message which follows.

35. TRANSMISSION OF SAFETY MESSAGES
Messages preceded by the safety signal are announced on the distress
and calling channel 16, and then broadcast on a working channel if the
transmission is likely to exceed 1 minute in duration.

36. EXAMPLE OF A SAFETY SIGNAL AND MESSAGE
A navigation warning would be broadcast as follows:- "SECURITE SECURITE SECURITE SECURITE ALL SHIPS ALL SHIPS THIS IS (Name of the station sending the warning, transmitted three times) NAVIGATION WARNING WILL FOLLOW ON CHANNEL 6, GO UP AND STAND BY". The warning would then be transmitted on channel 6 after a suitable pause to allow other stations to switch to that channel.

Note: Channel 6 is used purely as an example and will not necessarily be the channel used in actual practice (e.g., a coast station would use channel 26). A station may use ANY channel available for the purpose of transmitting a navigation warning.

37. RE-BROADCAST OF A NAVIGATION WARNING
A navigation warning transmitted by a ship station is normally intercepted by a coast station and re-broadcast in its daily series. However, when necessary, ship stations should repeat their warnings at regular intervals preferably just after the Silence Periods, e.g., when towing another vessel, a position, course and speed update should be made every 6 hours. If the nearest coast station has not acknowledged receipt of the warning, the ship should continue to broadcast until the situation is over, or until the coast station does acknowledge and undertakes to broadcast the warning itself.

The essential purpose of the EPIRB (Emergency Position Indicating Radio Beacon) is to facilitate the determining of the position of survivors in Search and Rescue operations. The signal indicates that one or more persons are in distress, may no longer be aboard a vessel/aircraft, and that receiving facilities may not be available. EPIRBs normally operate on the frequencies 121.5 or 243 Mhz (the aircraft distress frequencies), however, EPIRBs operating on 406 Mhz (to satellites) will become more widely available once satellite coverage of the oceans is complete. (007 01 06)

39. ACCOUNT CODE

Often referred to as "Controlling Company" or "QRC", the correct term is Accounting Authority Identification Code (AAIC) which indicates the name and address of the person, or organisation, responsible for the payment of any charges debited to the vessel for telegrams or R/T link calls.

40. THE PHONETIC ALPHABET

In the case of language difficulties, or when transmitting coded words or mixtures of letters and figures (e.g., callsigns), the use of the phonetic alphabet is essential to avoid mistakes.

K: KILO
L: LIMA A: ALPHA S: SIERRA T: TANGO B: BRAVO V: VICTOR
W: WHISKY C: CHARLIE L: LIMA M: MIKE U: UNIFORM M: MIKE
N: NOVEMBER
O: OSCAR
P: PAPA
Y: YANKEE
Z: ZULU D: DELTA E: ECHO F: FOXTROT
G: GOLF
H: HOTEL P: PAPA Q: QUEBEC R: ROMEO I: INDIA 4: FOUR (FOWER) 8: EIGHT 5: FIVE (FIFE) 9: NINER 6: SIX L ZERO 1: ONE

2: TWO 3: THREE 7: SEVEN

41. PROCEDURE FOR MAKING A RADIOTELEPHONE CALL (R/T LINK CALL) When requiring a radiotelephone call to a subscriber via a coast station, the following procedure should be adopted:Alpha calls Durbanradio on channel 16 as follows:

"DURBANRADIO DURBANRADIO DURBANRADIO THIS IS ALPHA ALPHA ALPHA, I WISH TO MAKE A RADIOTELEPHONE LINK CALL, OVER".

Durbanradio will reply on channel 16:

"ALPHA THIS IS DURBANRADIO, GO UP TO CHANNEL 26 AND STAND BY, OVER".

Alpha responds:

"DURBANRADIO THIS IS ALPHA, GOING UP AND STANDING BY".
Alpha should then switch over to channel 26 and wait for Durbanradio to call him. When Durbanradio is ready to work the Alpha, he will call him on channel 26 as follows:

"A PHA ALPHA THIS IS DURBANRADIO DURBANRADIO DURBANRADIO ON C..ANNEL 26, DO YOU RECEIVE ME? OVER".

Alpha should respond:

"DURBANRADIO THIS IS ALPHA, RECEIVING YOU LOUD AND CLEAR, I HAVE ONE RADIOTELEPHONE CALL, MAY I PASS THE PARTICULARS PLEASE? OVER". All coast stations require not only the particulars of the call but also the vessel's particulars, which should be passed in the following manner: "DURBANRADIO THIS IS ALPHA, CALLSIGN ZULU ROMEO 2211, ACCOUNT CODE (the AAIC as per para.39), THE CALL IS FROM THE MASTER TO DURBAN 3057521, I WOULD LIKE TO SPEAK TO MR VAN DER MERWE (only necessary if you do wish to speak to a particular person), OVER".

If Durbanradio has received all the particulars correctly, he will connect

the call and advise Alpha accordingly:
"ALPHA THIS IS DURBANRADIO, YOU ARE CONNECTED, GO AHEAD PLEASE, OVER".
Alpha then continues with his conversation to the shore subscriber in the normal manner.

When the call has been completed, Alpha should advise Durbanradio accordingly in order that the telephone line may be disconnected. Durbanradio will then advise Alpha of the total duration of the call and the charge per minute, if required. The two stations should then conclude communication as follows:- (See next page)...

"DURBANRADIO THIS IS ALPHA, THANKYOU, I HAVE NOTHING FURTHER TO COMMUNICATE (if this is the case), OUT".

Durbanradio will respond:
"ALPHA THIS IS DURBANRADIO, ROGER OUT".

NOTE: Calls may be made to any subscriber in the world, except to those countries which do not accept incoming calls from South Africa. The minimum charge per call is for three minutes.

42. SHORTENED CALLING PROCEDURE ON VHF
Due to the usually exceptional clarity of VHF transmission and reception,
the calling procedure may be shortened to using the CALLED and CALLING
stations names twice only, e.g., DURBANRADIO DURBANRADIO THIS IS ALPHA
ALPHA, except in the case of distress when it should always be three times.

As most stations operate by the use of batteries as their prime source of power, a basic knowledge of the operation of a battery is required to successfully maintain the apparatus in good working order.

The definition of a battery may be said to be:- A collection of cells wherein chemical energy may be converted into electrical energy, and vice-versa. Marine batteries are usually of the lead-acid type which are made up of a number of cells consisting of two sets of lead plates, separated by wooden or porous plastic separators, and filled with a dilute Sulphuric acid solution called the electrolyte.

One set of plates are the positive plates, made of lead peroxide and a chocolate brown colour when the battery is fully charged. The other set are the negative plates, made of pure lead, which should be a slate or purple-grey colour when charged.

When discharged, both the positive and negative plates form lead sulphate. This is caused by the chemical reaction during discharge when Sulphur and Oxygen are transferred from the electrolyte to the plates, thus reducing the Specific Gravity, or density, of the electrolyte. Plates in a discharged condition are easily recognised by this formation of lead sulphate, which appears as a white deposit on the plates. Upon recharging, providing the battery has not been left for too long in a discharged condition, the Sulphur is transferred back to the electrolyte and Hydroge. Is given off to the air, thus increasing the specific gravity. If the battery has been left in a discharged condition for too long, the lead sulphate crystalises and becomes hard, causing the plates to buckle and possibly touch each other, resulting in a short circuit and making the battery unserviceable. In extreme cases, the casing may be damaged, allowing the electrolyte to leak and corrode the battery box or locker.

A Hydrometer is used to measure the specific gravity (S.G.) of the electrolyte, which will vary between 1270-1280 for a fully charged battery and 1150-1200 for a discharged battery. It is advisable not to allow the S.G. to fall much below 1200 to prevent the formation of lead sulphate on the plates. Ideally the S.G. should be maintained around 1250 by regular charging or by keeping the battery on float charge. Try and get into the habit of checking the S.G. weekly, it only takes a few minutes and can save you money, or your life!

The electrolyte should be approximately 5mm above the tops of the plates and should be maintained at this level by the addition of distilled water when necessary (NEVER ADD ACID!).

The voltage of a single cell is normally 2 volts on load i.e., when the radio apparatus is switched on and drawing power, and therefore the voltage of a complete six cell battery (the type normally used for Marine purposes) is 12 volts. Most vessels use a 24 volt supply, but many small craft operate on a 12 volt supply, particularly if there is only VHF fitted.

44. BATTERY MAINTENANCE

Ensure sufficient initial charge.

Give batteries plenty of work and liberal charging. DO NOT charge at too high a rate. b)

c)

DO NOT allow batteries to reach a low level (Volts & S.G.) d)

e) DO NOT allow batteries to stand discharged too long.

f)

Charge batteries daily, if possible.
Keep plates covered by electrolyte, topping up with distilled water when necessary (NEVER TOP UP WITH ACID!). g)

h) Test S.G. weekly.

i) Check battery voltage daily, if possible.

- j) Keep terminals clean and covered with petroleum jelly to prevent build up of lead sulphate.
- Because batteries give off Hydrogen when being charged, DO NOT ALLOW NAKED LIGHTS in their vicinity. k)

1) Keep batteries and battery box/locker dry and well ventilated.

m) Check connections to terminals are tight and secure.

DO NOT drop the battery or treat it roughly. n)

DO NOT leave metal objects lying loose in the battery box/locker. 0)

45. SIMPLE SYSTEMATIC FAULT TRACING ON FAULTY APPARATUS

a) Ensure the power supply is switched on.

Ensure the supply voltage is correct (i.e. batteries not flat). b)

- Check fuses (SWITCH OFF POWER SUPPLY FIRST TO PREVENT ELECTRIC c) SHOCK).
- d) Check volume control is not turned down too far. Check squelch control is not turned up too much. e)

f) Check the equipment is switched to the correct channel.

g) Check all switches and visible connections.

Check the antenna is connected and not damaged or shorting. h)

If your equipment is working satisfactorily but you cannot i) establish communication, check that you are in fact within range of the station you are calling.

46. VHF CHANNEL ALLOCATION

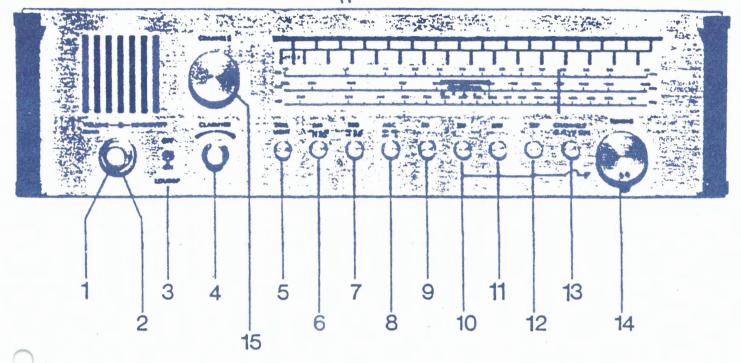
CHANNEL ALLOCATION 16. International Distress, calling & answering. 6,8,10. Intership working. 12,14. Port operations.

24,25,26,27,28. Coast station working & public correspondence

There are of course many other channels in the VHF band, but the above are those most commonly used around the South African coast.

REQUIREMENTS FOR THE EXAMINATION.

- 1. Two identical photographs (30 x 40 mm).
- 2. Personal Identity Number or passport number.
- 3. The prescribed examination fee.
- 4. When the contents of this brochure are fully understood, contact the Radio Inspector's office, Durban Radio, Pinetown, to arrange an appointment to take the examination, Tfn:- 7014923.
- 5. The examinations are conducted at Durban Radio, Pinetown, 20 Shepstone Road, New Germany every Tuesday and Thursday afternoon, beginning at 14h00.
- 6. BRING A PEN.



1. A. RECEIVER CONTROLS

1. B. S.S.B. RECEPTION

- VOLUME, ON/OFF. Controls the sound output from the speaker,
- 2. SENSITIVITY. Controls the RF sensitivity.
- 3. OR/OFF RECEIVER POWER SHITCH
- 4. CLARIFIER. Fine tuning of frequency on SSB. Set for optimum voice quality.
- 5. DIAL LIGHT ON/OFF.
- 6. ANT H3E Switches the receiver to ANT re-
- 7. Seb. 38 Switches the receiver to Seb no-
- Switches from automatic gain control to manual RF gain control.
- 9. DF. Switches the DF aerial (if connected) to the receiver.

- 1. Switch on the receiver by SHITCH 3.
- 2. Turn the SENSITIVITY control 2. fully clockwise.
- 3. Push and button 7 and WWWWW button 13. and set AGC 8. to ON pos.
- Select the desired channel with the CHANNEL selector 15.
- Adjust to a comfortable listening level with VO-LUME 1.
- Adjust for the most natural voice quality with CLARIFIER 4.
- 7. In some cases it can be advantagous to switch out the automatic volume control.

This is done by pushing the AGC 8. to OFF position and then adjusting the SENSITIVITY 2. to the point where the receiver is not overloaded.

1. C. A.M. RECEPTION

Use the same procedure as under 1 B SSB RECEP-TION except for the following:

Push AM 6. instead of SSB 7. Delete point 6.

10. LW

11. MW.

Band switches.

12. SW.

13. CRYSTAL

Switches from variable tuning to crystal controlled channels.

14. TUNING.

Variable tuning control.

15. CHANNELS.

Switch for channel frequencies.

1. D. BROADCAST RECEPTION

1. E. DIRECTION FINDING

Example: Tune to and on and KHz, Ex.

- Connect the receiver by turning the VOLUME control 1. clockwise.
- 2. Turn SENSITIVITY control 2. fully clockwise.
- 3. Push button 6. and lo. Set AGC 8. to position OFF.
- 4. Turn by TUNING 14. the dial pointer to 200 KHz in the tar range on the dial.
- Adjust to a comfortable listening level with VO-LUME.
- Retune finally by TUNING 14. for best sound quality and max. deflection on the "S" meter.

Example: Direction finding by use of a Redio Phane on the frequency 30% KHz.

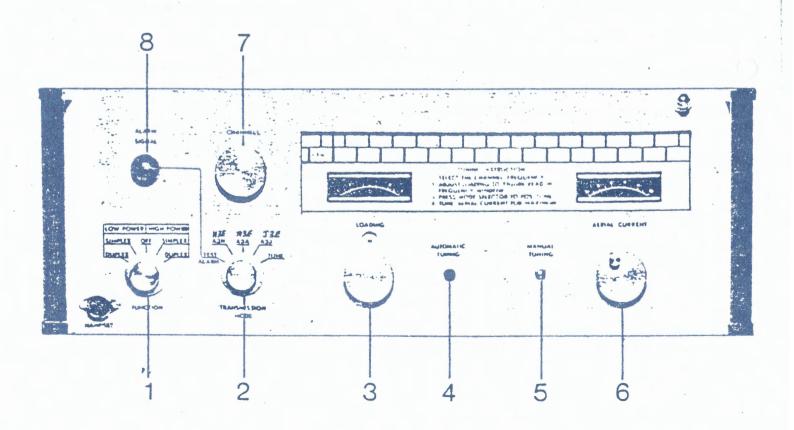
- 1. Repeat the procedure as under BROADCAST RECEPTION.
 except, of course, that you now tune to 305 kHz.
 When the Radio Prize is heard and has been identified, the receiver is switched to Direction finding by pushing DF button 9.
- 2. The bearing of maximum null (minimum signal strength) can now be obtained by rotating the DF aerial. Adjustment of the sensitivity control 2, will make the null more obvious.

1. F. TRANSMITTER CONTROLS

- 1. FUNCTION. Mains power switch, switches between SIMPLEX/DUPLEX and HIGH or LOW power.
- RSE NSE

 2. TRANSMISSION MODES. Switches between MA, AMM and
 MACH, test for ALARM SIGNAL and TUNE.

 534
- 3. LOADING Matching of the aerial. (Not APPLICABLE)
- 4. AUTOMATIC TUNING. Indicates that the automatic tuning is in operation.
- 5. MANUAL TUNING. Indicates that the transmitter is ready for manual tuning.
- 6. ANTENNA Toule. Tunes the aerial for max. current.
- 7. CHANNELS. Switch for channel frequencies.
- 8. ALARM SIGNAL. Push button for transmission of the ALARM SIGNAL.



Turn FUNCTION 1. to HIGH POWER and to SIMPLEX or DUPLEX.

Select the channel wanted by CHANNELS 7.

Adjust LOADING 3. to letter shown in frequency window. ... (5) For Aut Fraguetics 1555

Press TRANSMISSION MODE 2, to position TUNE.

Tune ANTENNA TUNE 6. for max. merial current.

Release TRANSMISSION MODE 2. and the transmitter is ready for use.

OBSERVE. The transmitter has three possible transmission modes: ADM, ADML and ADML.

736 N36 736

M36 is pure SSB, and this is the mode with

the longest range of communication.

AMM is a SSB transmission mode which can be used with AM, but the communication range is more limited.

is a special SSB transmission mode, where it is possible to syncronise the receiver, at the reception site, to the transmitter carrier wave. This system is little used at the present time because it needs a special receiver.

H. ALARM SIGNAL TEST

Turn the FUNCTION switch 1. to one of the ON positions.

Place TRANSMISSION MODE 2. in position TEST A-LARM.

Listen to the alarm signal in the microtelephone and be sure that the alarm signal generator, generates alternating two tones, one at 1300 Hz and one at 2200 hz. Also make sure that the alarm generator stops automatically after about 45 sec.

J. TRANSMISSION ALARM SIGNAL

Turn FUNCTION switch 1. to HIGH POWER and SIMPLEX.
Select by CHANNELS 7. the 2182 KHz channel.

Adjust LOADING 3. to letter shown in the frequency window. (Not APPLICABLE)

Press TRANSMISSION MODE 2. to position TUNE.

Tune ANTENNA TWE 6. for max. serial current.

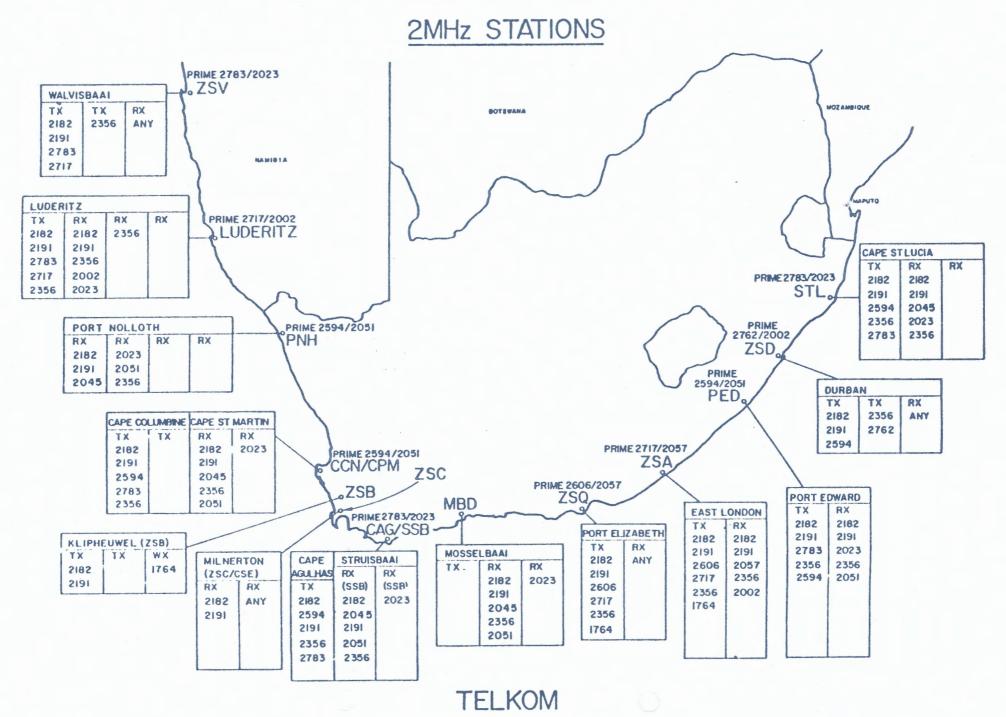
Place TRANSMISSION MODE 2. in position TEST ALARM and push ALARM SIGNAL 8.

Listen to alarm signal in the microtelephone and control the aerial current to be sure that the signal is being transmitted.

NOTE

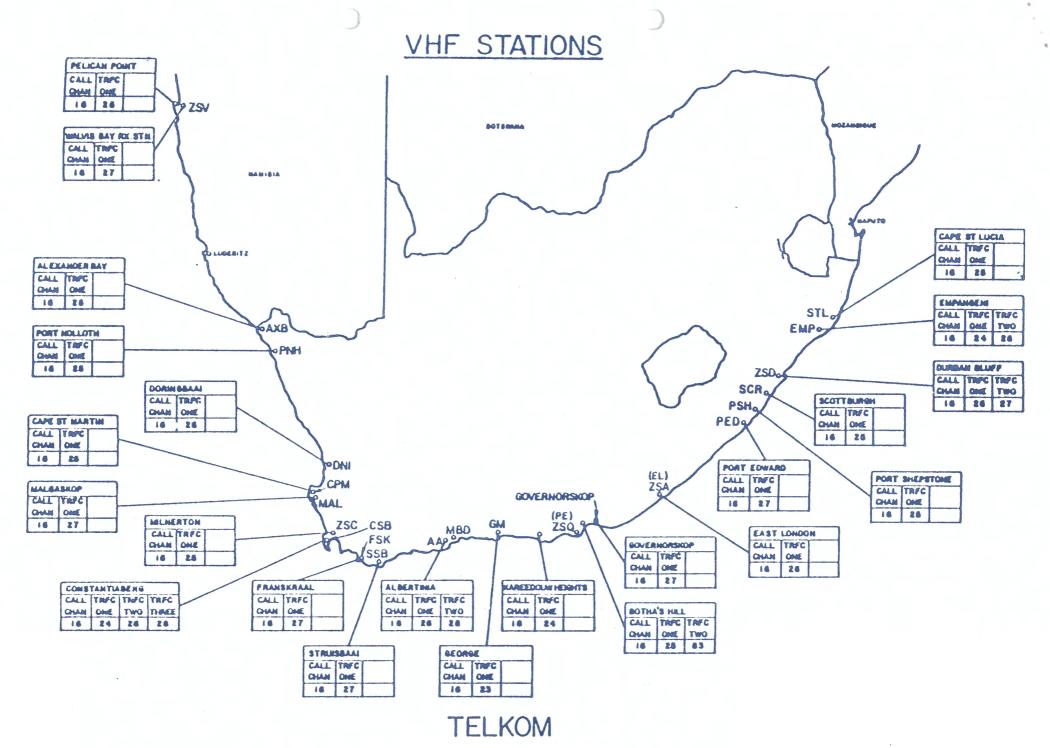
Pamiliarize yourself with the operation of the two tone alarm signal by reference to this handbook and the use of the TEST ALARM position on the transmission mode switch (refer to section 1.H.)

UNDER NO CIRCUMSTANCES, EXCEPT
A GENUINE EMERGENCY OPERATE
THE RED BUTTON MARKED
"ALARM SIGNAL" (8)
REMEMBER THAT AN ABORTIVE ALERT
OF THE RESCUE SERVICES AND
OTHER SHIPPING COULD RESULT IN
LOSS OF LIFE.



MARITIME RADIO MAP

WH 92014-1



MADITIME DADIO MAD

"55B."

3 --

SUMMARY OF THE RADIOTELEPHONY RULES, REGULATIONS AND PRESCRIBED PROCEDURES APPLICABLE TO THE MARITIME MOBILE SERVICE - FOR THE GUIDANCE OF RADIO-TELEPHONE OPERATORS OF SHIP STATIONS ON BOARD VESSELS OF LESS THAN 1600 GROSS REGISTERED TONS (i.e., Yachts, Pleasure Craft, Fishing Vessels, Supply Vessels and Tugs).

- 1. SHIP STATION LICENCES
 Every radio installation shall be licenced. Licences are issued by the Postmaster General and should be kept aboard, readily available for inspection by Radio Inspectors appointed by the P.M.G. The conditions of the licence shall be observed at all times. SHIP STATION LICENCES ARE NOT TRANSFERRABLE and all changes of ownership of the vessel, equipment or addresses of the owners shall be reported to the office of the P.M.G. through the nearest Radio Inspector's office as soon as possible.
- 2. RADIO OPERATOR'S QUALIFICATIONS
 Maritime Radiotelephone apparatus shall only be operated by, or under the supervision of, operators in possession of at least a Restricted Radiote phone Operator's Certificate issued by the Postmaster General.
- 3. SECRECY
 The interception of communications, other than those which the station is licenced to receive, is forbidden. If such communications are received involuntarily, they may not be reproduced in writing, communicated to third parties or used for any purpose whatsoever.
- 4. PRESCRIBED BOOKS AND DOCUMENTS The following books and documents must be carried by $\underline{\sf ALL}$ vessels equipped with a radiotelephone installation:-

a) The ship station radio licence;b) The radio operator's certificate;

- c) The I.T.U. List of Coast Stations (for local vessels a list of the working frequencies and services offered by the Coast Stations with which the vessel normally communicates is sufficient)
- d) The International Radio Regulations, or summary thereof for local vessels. (For vessels under 300 GRT this brochure will suffice).
- e) A radiotelephone log-book (obtainable from the Dept of Transport).

Additionally, vessels over 300 GRT require a Safety Radiotelephone Certificate, issued by the Department of Transport and renewable annually after a survey of the radio installation by an appointed Radio Surveyor. Vessels over 500 GRT require a Calibration certificate and a correction curve for the prescribed Radio Direction Finder. The correction curve must be verified annually by means of at least 4 check bearings in each quadrant, recorded in a Direction Finder log-book.

5. RADIO LOGBOOK
Every ship station operating on Maritime radio frequencies should keep a radio log (diary) which should be kept aboard available for inspection by authorised Inspectors. The time of all entries should be in CO-ORDINATED UNIVERSAL TIME (UTC) - the new terminology for GMT. The following are examples of the type of entries which may be made:-

a) Name, address and qualifications of the radio operators.

- b) The times on and off watch and the signature of the operator concerned.
- c) Times of arrival at or departure from port and the name of the port.
- d) The position of the vessel at least once per day unless not permitted by company rules.

e) A summary of all communications relating to Distress, Urgency and Safety traffic.

A summary of all communications exchanged between the vessel and other stations including names of the stations, frequencies used, times commenced and completed, strength and readability of signals, any difficulties experienced, etc..
A reference to important service incidents such as equipment failures.

g)

Daily condition of the batteries, which should be maintained in a fully charged condition whilst at sea.

Daily time checks of the prescribed radio room clock, including errors observed and corrections made.

Daily condition of the emergency transmitter and receiver (if fitted). Record of weekly tests of the portable lifeboat radio (if carried).

- Confirmation that the Silence Periods have been observed during watchkeeping hours.
- CLOCK A reliable clock with a sweep second hand, with a dial of not less than 13cm (5 inches) in diameter, the face of which should be clearly marked to indicate the Silence Periods, should be securely mounted within sight of 85 the operating position of the radiotelephone installation. Silence Periods are customarily marked in BLUE for radiotelephone.
- EMERGENCY LIGHT An electric lamp, operated from the emergency supply, shall be provided. The lamp should adequately illuminate all the controls of the radio installation and the prescribed Card of Instructions.
- CARD OF INSTRUCTIONS A card of instructions giving a clear summary of the Distress, Urgency and Safety operating procedure, the vessel's name and callsign and the name and address of the owners, should be displayed in clear view of ALL operating positions; e.g., if the VHF is installed at a different position to that of the Main and Emergency installations, a separate card shall be provided.
- ANTENNAS AND LEAD-IN INSULATORS Antenna lead-in insulators which are mounted in the wheelhouse or in the radio room must be so sited that no extraneous matter may be placed or become lodged thereon, and so sited that the antenna and connecting wires may not be touched by anybody out of sight of the operating position. The antennas and insulators should, as far as possible, be kept free of any build up of dirt or salt deposits which can cause a partial earth on the antenna, resulting in a reduction in antenna current and corresponding drop in output power.
- PRESCRIBED RADIOTELEPHONE APPARATUS Prescribed radiotelephone apparatus for vessels between 300 and 1600 gross registered tons (GRT) amd passenger carrying vessels of less than 300 GRT must be capable of transmitting and receiving class H3E communications on the frequency 2182 Khz. The apparatus should additionally be equipped for transmission and reception on at least four working frequencies within the band 1625 - 3340 Khz and be capable of being set for transmission and/or reception by the use of simple external switching devices. The working frequencies shall only operate on the J3E mode of emission. The maximum output power of the transmitter shall not exceed 400 watts P.E.P (Peak Envelope Power) and means shall be provided for reducing the output power, in stages, to between 5 and 10 watts. The transmitter shall be fitted with an automatic device for generating the radiotelephone alarm signal, so designed as to prevent activation by mistake and capable of being taken out of operation at any time in order to permit the immediate transmission of a Distress message.

11. CHANGES AND MODIFICATIONS

After the approval of the radio installation, NO CHANGES OR MODIFICATIONS shall be made to the installation WITHOUT PRIOR PERMISSION from the P.M.G. Only approved frequencies may be used and then only for the purpose for which they are authorised; e.g., ship to shore frequencies may not be used for intership communications and vice versa.

12. IRREGULAR USE OF RADIO INSTALLATIONS

The radio installation is licenced in accordance with the Radio Act (Act No.3 of 1952) and the regulations contained in the Merchant Shipping Radio Regulations (1968). Any communication or usage other than that prescribed in the Act or Regulations is considered to be irregular and can result in the cancellation of the ship station licence, sealing of the radio apparatus and suspension or cancellation of the operator's certificate.

13. USE OF THE RADIO INSTALLATION WHILST IN PORT OR AT ANCHOR
The radio installation on board any vessel berthed in a port, or at anchor
in a harbour, in the Republic of South Africa shall not be used for any
collumication except in the following instances and on VHF ONLY:-

a) to exchange traffic with the nearest Coast Station;

to communicate with the Port Operations services; and
 to communicate with another vessel on its way to the harbour or berth, provided the communication concerns navigational safety.

14. RESTRICTIONS ON THE USE OF RADIO INSTALLATIONS. IT IS FORBIDDEN TO:-

a) Exchange traffic, other than Distress, Urgency and Safety traffic on 2182 Khz or Channel 16.

b) Exchange unnecessary signals of any kind.

c) Use radio installations for conversations other than those necessary for the exchange of authorised messages or R/T calls.

d) Use offensive or abusive language.

- e) Use the radio installation whilst the vessel is within harbour limits, except for the purposes indicated in paragraph 13.
- f) Disclose the contents of telegrams, messages or R/T calls.
- g) Install, or be in possession of, unlicenced radio apparatus.
 h) Interfere with, or cause interference to, other transmissions.
- i) Engage in communications of any kind without the use of the vessel's registered name and/or callsign at least once during every transmission.

15. POWER OUTPUT

Ship stations may use up to 400 watts P.E.P. on 2Mhz and 25 watts on VHF, but should radiate only as much power as is necessary to ensure satisfactory communications; i.e., two stations close to each other should use Low power when communicating.

16. CONTROL OF WORKING

EXCEPT IN THE CASE OF DISTRESS, the Coast Station controls the communications in its area and ship stations may not interfere with the working of the Coast Station. In Distress situations, the STATION IN DISTRESS controls controls communications unless it hands over control to another station, usually the nearest Coast Station or rescue vessel.

17. CALLING FREQUENCIES

2182 Khz and VHF Channel 16 (156,80 Mhz) are the International Distress, calling and answering frequencies for radiotelephony. Supplementary H.F. calling frequencies have been allocated as indicated in the table overleaf:-

TABLE OF CALLING AND ANSWERING FREQUENCIES

SHIP STN	CALLS ON	COAST STN	REPLIES ON	CHANNEL	EMISSION TYPE
2182	Khz	2182	Khz	-	H3E
4125	Khz	4417	Khz	421	J3E
8255	Khz	8779	Khz	821	J3E
12290	Khz	13137	Khz	1221	J3E
16420	Khz	17302	Khz	1621	J3E
22060	Khz	22756	Khz	2221	J3E
156,8	Mhz	156,8	Mhz	VHF 16	G3E

Apart from Distress, Urgency and Safety communications, these frequencies may only be used for calling and answering, NOT FOR THE PASSING OF MESSAGES. Calling signals to establish communication with a Coast Station on the above frequencies should not exceed one minute. When a station does not reply to a call sent three times at intervals of two minutes, a period of 15 minutes should be allowed before renewing the call. However, if no interference will be caused to other communications, calls may be renewed after three minutes. The calling station should first establish that it will not cause interference to other stations on the frequency used and also that the called station is not in communication with another station on a different frequency.

18. MODES OF EMISSION

Radio transmissions are subdivided into various categories, dependent upon the purpose of the transmission. These categories are called "modes of emission" and are indicated by letter/figure groups. The modes of emission applicable to marine radiotelephony are defined below.

- H3E Single Sideband transmission with full carrier wave. This mode is similar to that used by broadcast stations (e.g., Capital Radio) and does not require a specialised receiver. For this reason it is the mode which MUST be used on 2182 Khz, so that any radio capable of being tuned to that frequency will receive clear signals.
- J3E Single Sideband transmission with suppressed carrier wave. This mode requires a receiver with special circuitry to receive clear signals and is used on ALL other frequencies in the MF and HF marine bands. IT MUST NOT BE USED ON 2182 Khz.
- G3E Phase modulated radiotelephony transmission. This mode also requires a specialised receiver and is used on VHF.

19. SILENCE PERIODS

Every hour on the hour and every hour on the half hour for 3 minutes, e.g., from 0700 to 0703 and 0730 to 0733, all transmissions on 2182 Khz shall cease, except transmissions concerning Distress, Urgency and Safety communications, and a listening watch shall be maintained so that weak signals from any vessel in Distress may be heard without interference. Stations wishing to call on 2182 Khz should first check the time to ensure that the silence periods are not violated.

The first minute of the silence period should be reserved for Distress calls, the second for Mayday Relays if there is no Distress at the time, and the third minute for Urgency messages, if there is no Distress or Mayday Relay in progress. Navigation warnings may be announced during the last thirty seconds and broadcast immediately after the silence period, preferably on a working frequency which should be indicated in the initial announcement.

20. STATION IDENTIFICATION SIGNALS.

When calling, only the stations' registered names or callsigns may be used e.g., DURBANRADIO/ZSD in the case of a Coast Station or AREND/ZTWS in the case of a ship station. No other forms of identification may be used, such as nicknames or person's names, unless the station is so registered. TRANSMISSION WITHOUT IDENTIFICATION IS STRICTLY PROHIBITED.

21. OTHER REGULATIONS AND REQUIREMENTS

The authorities of any country where a vessel calls may require the production of the ship station licence and/or operator's certificate. Failure to produce a valid licence or certificate may result in the sealing of the radio installation or detention of the vessel.

The licencee, and all employees having access to radio traffic or radiotelephone apparatus, must preserve the secrecy of private correspondence.

Any station making transmissions for test, adjustments, etc., must transmit its name or callsign at short intervals during the transmission.

Stations should not close before (a) all operations resulting from Distress, Urgency or Safety signals are concluded, and (b) as far as possible, all traffic originating at, or destined for, Coast Stations in range has been disposed of.

Radio operators must observe the terms and conditions of their ship station licences.

22. ORDER OF PRIORITY OF COMMUNICATIONS IN THE MARITIME MOBILE SERVICE.

- 1. Distress calls, Distress messages and Distress traffic.
- 2. Communications preceded by the Urgency signal.
- 3. Communications preceded by the Safety signal.
- 4. Communications relating to Radio Direction Finding (RDF).
- Communications relating to the navigation and safe movement of aircraft engaged in Search and Rescue operations.
- 6. Communications relating to the navigation, movements and needs of ships and weather observations destined for an official meteorological service.
- 7. Government radiotelegrams relative to the application of the United Nations Charter (ETAT PRIORITE NATIONS).
- 8. Government radiotelegrams with priority and Government calls for which priority has been expressly requested (ETAT PRIORITE).
- 9. Service communications relating to the working of the telecommunication service or to communications previously exchanged.
- 10. Government communications other than in 7 and 8 above, ordinary private communications, RCT telegrams and press telegrams.

23. DISTRESS TERMINOLOGY AND DISTRESS PROCEDURE.
The radiotelephone DISTRESS SIGNAL consists of the expression "MAYDAY".
This signal indicates that the vessel transmitting it is threatened by grave and imminent danger and requires immediate assistance. It is used in the DISTRESS CALL, which precedes the DISTRESS MESSAGE, and may only be transmitted on the authority of the Master or person responsible for the vessel. It must also be used before each call and before each message concerning Distress.

RADIOTELEPHONE ALARM SIGNAL.

The radiotelephone alarm signal consists of two alternating audio frequency tones of 2200 hertz and 1300 hertz respectively, giving a warbling sound which should be transmitted for approximately 30 - 60 seconds. The purpose of the alarm is to attract attention, by activating special watchkeeping receivers, to the pending transmission of one of the following:-

a) a Distress call and Distress message;b) an Urgent Cyclone Warning to be broadcast by a Coast Station; or

c) an Urgency message concerning the loss of a person overboard, when the assistance of other ships is required and cannot be obtained by the use of the Urgency signal alone

THE DISTRESS CALL.

This consists of the Distress signal MAYDAY, transmitted three times, followed by the words "THIS IS", transmitted once, followed by the NAME OF THE VESSEL IN DISTRESS, transmitted three times.

THE DISTRESS MESSAGE.

This consists of the Distress signal MAYDAY, transmitted once, followed by the name and callsign of the vessel in distress, its position (either in degrees of latitude and longitude or, if possible, by a bearing in degrees and distance in nautical miles from a KNOWN GEOGRAPHICAL POINT), the nature of the distress, the type of assistance required and any further information which may assist rescue operations.

EXAMPLE OF A DISTRESS TRANSMISSION.

Transmit the ALARM SIGNAL for 30 - 60 seconds then pause for a few seconds to allow other operators to man their radios. The DISTRESS CALL and MESSAGE should then be transmitted SLOWLY and DISTINCTLY, each word clearly pronounced:-

MAYDAY MAYDAY MAYDAY THIS IS SKYLARK SKYLARK SKYLARK MAYDAY SKYLARK/ZSKY, position 30 miles due South of Tugela Mouth, have struck submerged object and am sinking, I require immediate assistance, will fire distress flares at intervals (+ any other information that may assist rescue operations e.g., five people aboard, etc), OVER.

PRIORITY.

The Distress Call and Message has ABSOLUTE PRIORITY over all other transmissions. ALL stations receiving a distress call must immediately cease al operations on the distress frequency and maintain a listening watch to assist in rescue operations if required.

ACKNOWLEDGEMENT OF RECEIPT OF A DISTRESS MESSAGE. An acknowledgement of receipt of a distress message should be made as per the following example. (For the purposes of the example, the vessel ALPHA has transmitted a distress which has been received by the SKYLARK):-"MAYDAY ALPHA THIS IS SKYLARK SKYLARK SKYLARK, RECEIVED MAYDAY, OVER".

IT IS INCUMBENT UPON EVERY STATION RECEIVING A DISTRESS MESSAGE TO ACKNOWLEDGE RECEIPT, WHETHER OR NOT THEY ARE IN A POSITION TO ASSIST.

- VESSELS IN THE IMMEDIATE VICINITY OF A DISTRESS. Should acknowledge receipt immediately, but when in the vicinity of a Coast Station a short time should be allowed for the Coast Station to reply without interference.
- VESSELS NOT IN THE IMMEDIATE VICINITY. Should allow a short interval to elapse before acknowledging receipt, to permit vessels closer to the distress to acknowledge first.

32. AFTER INITIAL ACKNOWLEDGEMENT.

Every vessel acknowledging receipt of a distress message should, upon the order of the Master, or person responsible for the vessel, as soon as possible after the acknowledgement, supply its POSITION, SPEED at which it is proceeding and ETA at the distress scene, to the station in distress and also to the nearest Coast Station.

33. MAYDAY RELAY.

When NOT in a position to render assistance, a station hearing a distress message which has not been acknowldeged by any other station should take all possible action to attract the attention of other stations who may be more favourably placed to assist. The MAYDAY RELAY signal MUST be used.

Additionally, any station learning of a mobile station in distress should relay a distress message in the following instances:-

) When the station in distress cannot transmit a distress message

itself (e.g., due to radio failure, etc).

b) When the Master, or person responsible for the vessel receiving the distress, considers that further assistance is required.

The distress message is announced and relayed as follows:-

"MAYDAY RELAY MAYDAY RELAY MAYDAY RELAY THIS IS (Name of the station RELAYING the distress message, transmitted three times).....FOLLOWING DISTRESS MESSAGE RECEIVED FROM....(Name of the vessel in distress)... THEN REPEAT THE DISTRESS MESSAGE EXACTLY AS RECEIVED".

- N.B. WHEN RELAYING A DISTRESS MESSAGE IT IS EXTREMELY IMPORTANT TO USE THE SIGNAL "MAYDAY RELAY" SO THAT RADIO DIRECTION FINDING BEARINGS ARE NOT TAKEN ON THE WRONG STATION.
- 34. USE OF THE DISTRESS SIGNAL.
 The Distress Signal may only be used when immediate assistance is needed i.e., ONLY when the safety of life or safety of a vessel is in imminent danger. Except in the case of distress, the use of the distress signal is STRICTLY PROHIBITED.
- RESTRICTIONS DURING DISTRESS COMMUNICATIONS
 All stations not involved in distress operations MUST MAINTAIN SILENCE on the frequencies being used for distress communications. The VESSEL IN DISTRESS, and/or the STATION CONTROLLING distress traffic, may impose silence on all other stations with the use of the expression "SEELONCE MAYDAY", followed by its name/callsign on the frequency being used for distress communications. NO OTHER STATION MAY USE THIS EXPRESSION. Any other station wishing to impose silence should use the expression "SEELONCE DISTRESS", followed by its name/callsign.
- 36. CONCLUSION OF DISTRESS OPERATIONS.
 At the end of the distress phase, when no further assistance is required, the controlling station must cancel the silence imposed on the distress frequencies by broadcasting a message to all stations as follows:-

"MAYDAY ALL STATIONS ALL STATIONS ALL STATIONS THIS IS.... (Name of the controlling station, transmitted three times)....TIME (in UTC) NAME OF THE VESSEL WHICH WAS IN DISTRESS, SEELONCE FEENEE".

When the initial distress phase has been completed and rescue operations are well underway, RESTRICTED working on the distress frequencies may be allowed by the controlling station by the use of the expression "PRUDONCE".

The message broadcast would take a similar form to the message cancelling the distress, with the phrase "SEELONCE FEENEE" being replaced by the word "PRUDONCE". However, full silence may be re-imposed at any time, if found to be necessary, until the distress situation is completely over

- N.B. When normal working has been resumed on the distress frequencies, care must be taken to avoid interfering with any URGENCY or SAFETY messages which frequently follow distress operations.
- 37. URGENCY SIGNAL.
 The radiotelephone URGENCY SIGNAL is the expression "PAN-PAN" which is transmitted three times before the call. It may be sent only on the authority of the Master, or person responsible for the vessel.

This signal indicates that a station has a very urgent message to transmit concerning the safety of a ship or aircraft, or the safety of a person aboard the vessel, BUT NOT IN IMMINENT DANGER.

Typical reasons for for transmitting urgency messages are:- engine failure and drifting into danger (but not in IMMINENT danger), requiring a tow from another vessel, serious injury or illness aboard, man overboard, etc.

- 38. PRIORITY.
- The urgency signal has priority over all other communications except distress and stations hearing the signal must avoid interfering with the transmission. The message which follows the signal may be transmitted to either ALL STATIONS (CQ) or to a particular station, e.g., DURBANRADIO.
- 39. CANCELLATION OF AN URGENCY MESSAGE.

 If an urgency message was transmitted to ALL STATIONS, it must be cancelled by an appropriate message to ALL STATIONS when no further assistance is required, or when the urgency situation is over. The message of cancellation should also be preceded by the urgency signal PAN-PAN.
- 40. MEDICAL ADVICE BY RADIO.
 Medical advice may be obtained, free of charge, from any Coast Station by means of a message prefixed "MEDICO" and addressed to "PORTHEALTH" at any convenient port in the Republic.

Information as to what medical supplies are available on board should form part of the message, together with the patient's age, sex and all relative symptoms. Additionally, the last port, next port and distance from the nearest port are also important to the Health Department

The urgency signal, PAN-PAN, may be used if urgent assistance is needed.

41. SAFETY SIGNAL.

The radiotelephone SAFETY SIGNAL consists of the expression "SECURITE", pronounced SAY-CUREE-TAY, transmitted three times. This signal is used to announce Navigation Warnings, Gale or rough sea warnings or any other messages concerning the safety of navigation of vessels.

42. PRIORITY.

The SAFETY SIGNAL has priority over all other messages except Distress or Urgency messages and stations hearing the signal must take care not to interfere with the message which follows.

43. TRANSMISSION OF SAFETY MESSAGES.

Messages preceded by the safety signal are announced on the distress and calling frequency, 2182 Khz, and then broadcast on a working frequency if the transmission is likely to exceed 1 minute in duration.

(008 01 08)

9./...

44. EXAMPLE OF A SAFETY SIGNAL AND MESSAGE.
A navigation warning would be announced as follows:- "SECURITE SECURITE SECURITE SECURITE ALL SHIPS ALL SHIPS THIS IS (Name of the station sending the warning, transmitted three times) NAVIGATION WARNING WILL FOLLOW ON 1765 KHZ, GO UP AND STANDBY". The warning would then be transmitted on 1765 Khz after a suitable pause to allow other stations to retune to that frequency.

Note: 1765 Khz is used purely as an example and will not necessarily be the frequency used in actual practice. A station may use ANY frequency available to it for the purpose of transmitting a navigation warning. Additionally, VHF may be used for the transmission, in which case the initial announcement would be made on Channel 16 and the message sent on any other channel.

45. RE-BROADCAST OF A NAVIGATION WARNING.
A navigation warning transmitted by a ship station is normally intercepted by a coast station and re-broadcast in its daily series. However, when necessary, ship stations should repeat their warnings at regular intervals, preferably just after the Silence Periods, e.g., when towing another ship, a position, course and speed update should be made every 6 hours. If the nearest coast station has not acknowledged receipt of the warning, the ship should continue the broadcasts until the situation is over, or until the coast station does acknowledge and undertakes to broadcast the warning itself.

46. E.P.I.R.B. SIGNALS.
The essential purpose of the EPIRB (Emergency Position Indicating Radio Beacon) is to facilitate the determining of the position of survivors in Search and Rescue operations. The signal indicates that one or more persons are in Distress, may no longer be aboard the vessel/aircraft, and that receiving facilities may not be available. EPIRBs normally operate on the frequencies 121,5 or 243 Mhz (the aircraft distress frequencies), however, EPIRBs operating on 406 Mhz (to satellites) will become more widely available once satellite coverage of the oceans is complete.

PROCEDURES FOR THE TRANSMISSION OF NORMAL TRAFFIC. For the purposes of these examples, the vessel ALPHA/ZR2211 will be the mobile station and DURBANRADIO/ZSD will be the coast station.

Alpha wishes to send a message to the Port Captain advising a change of ETA. The message will take the following form:-

NAME OF VESSEL	MSG.NR.	NR.OF WORDS	DATE	TIME FILED (UTC)	ACCOUNT CODE
ALPHA/ZR2211	01	10	15	1300 UTC	SA Ol
SERVICE INSTRUCTIONS (If any) e.g. VIA RADIO		ADDRESS	PORT DURB	CAPTAIN AN	
TEVT	MENDED ETA	16/0000 DUE D	AD WEATH	HER.	

TEXT AMENDED ETA 16/0900 DUE BAD WEATHER

<u>SIGNATURE</u> MASTER

The procedure for sending this message appears on page 10.

The message would be sent to a coast station open to public correspondence e.g., Durbanradio, using the following procedure:-

On 2182 Khz: "DURBANRADIO DURBANRADIO DURBANRADIO THIS IS ALPHA ALPHA ALPHA, I HAVE ONE RADIOTELEGRAM FOR YOU, MY WORKING FREQUENCY IS 2049 Khz.

WHERE SHALL I LISTEN FOR YOU? OVER".

Durbanradio will reply on 2182 Khz: "ALPHA THIS IS DURBANRADIO, LISTEN FOR ME ON 2761 Khz, YOUR TURN IS NUMBER TWO, GO UP AND STAND BY, OVER". Alpha replies: "DURBANRADIO THIS IS ALPHA, ROGER 2761/2049 GOING UP AND STANDING BY".

Alpha would then re-tune his transmitter to 2049 Khz and his receiver to 2761 Khz and wait for Durbanradio to call him.

When he is ready to work the Alpha, Durbanradio will call on 2761 Khz as follows: "ALPHA ALPHA ALPHA THIS IS DURBANRADIO DURBANRADIO, LISTENING 2049 DO YOU RECEIVE ME? OVER".

Alpha should use this call to tune his receiver to obtain the clearest reception for working and then reply: "DURBANRADIO THIS IS ALPHA, RECEIVING YOU LOUD AND CLEAR, HOW DO YOU RECEIVE ME? OVER".

If Durbanradio is receiving the Alpha clearly, he will request Alpha to proceed with his message as follows: "ALPHA THIS IS DURBANRADIO, SEND

YOUR MESSAGE, OVER".

Alpha should then transmit his message in the following sequence: DURBANRADIO THIS IS ALPHA, CALLSIGN ZR2211, MESSAGE NUMBER 1, NUMBER OF WORDS 10, DATE 15, TIME FILED 1300UTC, ACCOUNT CODE SA 01, (SERVICE INSTRUCTIONS - if any), ADDRESS PORT CAPTAIN DURBAN, TEXT READS AMENDED ETA 16/0900 DUE BAD WEATHER, SIGNATURE MASTER, END OF MESSAGE, OVER". Durbanradio will then ask the Alpha to stand by whilst he checks the message to confirm he has received everything correctly. Once confirmed, Durbanradio will advise Alpha accordingly: "ALPHA THIS IS DURBANRADIO, YOUR MESSAGE NUMBER 1 RECEIVED, OVER".

Alpha should then reply: "DURBANRADIO THIS IS ALPHA, THANK YOU, I HAVE NOTHING FURTHER TO COMMUNICATE (if this is the case), OUT".

Durbanradio will respond: "ALPHA THIS IS DURBANRADIO, ROGER OUT".

Care should be taken when transmitting messages that they are spoken Note: slowly and clearly to avoid unnecessary queries and repetitions later. The message should be sent in the above sequence to assist the coast station operator in transcribing it.

ACCOUNT CODE. Often referred to as "Controlling Company" or "QRC", the correct term is Accounting Authority Identification Code (AAIC), which indicates the name and address of the person, or organisation, responsible for the payment of any charges debited to the vessel for telegrams or R/T link calls.

THE PHONETIC ALPHABET.

In the case of language difficulties, or when transmitting coded words or mixtures of letters and figures (e.g., callsigns), the use of the phonetic alphabet is essential to avoid mistakes.

A: ALPHA J: JULIET S: SIERRA B: BRAVO K: KILO T: TANGO C: CHARLIE L: LIMA U: UNIFORM D: DELTA M: MIKE V: VICTOR W: WHISKY E: ECHO N: NOVEMBER F: FOXTROT O: OSCAR X: X-RAY P: PAPA Y: YANKEE G: GOLF H: HOTEL Q: QUEBEC Z: ZULU I: INDIA R: ROMEO

Figures as follows:-

O: ZERO 1: ONE 4: FOUR (FOWER)
5: FIVE (FIFE)

8: EIGHT 9: NINER

2: TWO 3: THREE 6: SIX 7: SEVEN

50. PROCEDURE FOR MAKING A RADIOTELEPHONE CALL (R/T LINK CALL).

When requiring a radiotelephone call to a subscriber via a coast station,

the following procedure should be adopted:-

Alpha calls Durbanradio on 2182 Khz: "DURBANRADIO DURBANRADIO DURBANRADIO THIS IS ALPHA ALPHA, I WISH TO MAKE A LINK CALL, MY WORKING FREQUENCY IS 2049, WHERE SHALL I LISTEN FOR YOU? OVER".

Durbanradio will reply: " ALPHA THIS IS DURBANRADIO, LISTEN FOR ME ON 2761 Khz, GO UP AND STAND BY".

Alpha and Durbanradio then change to their respective working frequencies as arranged on 2182 Khz.

Durbanradio will call the Alpha on 2761 as follows: "ALPHA ALPHA ALPHA THIS IS OURBANRADIO DURBANRADIO, LISTENING 2049, DO YOU RECEIVE ME? OVER".

Alpha, having adjusted his receiver to obtain the clearest signal from Durbanradio, will reply: "DURBANRADIO THIS IS ALPHA, I RECEIVE YOU LOUD AND CLEAR, HOW DO YOU RECEIVE ME? OVER".

If Durbanradio is receiving the Alpha clearly, he will invite Alpha to pass the particulars of his link call. (N.B. In addition to the particulars of the call, all coast stations require the vessel's particulars, i.e., name, callsign, account code, etc). The particulars should be passed as follows:-"DURBANRADIO THIS IS ALPHA, CALLSIGN ZR2211, ACCOUNT CODE SA 01, THE CALL IS FROM THE MASTER TO DURBAN 3057521, I WISH TO SPEAK TO MR VAN DER MERWE, (only necessary if you do wish to speak to a particular person), OVER". If Durbanradio has received all the particulars correctly, he will connect the call and advise Alpha accordingly: "ALPHA THIS IS DURBANRADIO, YOU ARE CONNECTED, GO AHEAD PLEASE, OVER".

Alpha then continues with his conversation to the shore subscriber in the

normal manner.

On completion of the call, Alpha should advise Durbanradio accordingly in prder that the telephone line may be disconnected. Durbanradio will then advise Alpha of the duration of the call and the charge per minute, if required. The two stations should then conclude communication as per the example given for passing a telegram (para.47).

 ${\underline{\sf NOTE}}\colon$ Calls may be made to any subscriber in the world, except to those countries which do not accept incoming calls from South Africa. The minimum charge per call is for three minutes.

51. CALLS ON OTHER FREQUENCIES.

Although the above message and R/T call were initiated on 2182 Khz, the same procedure is adopted when using any of the other International frequencies. It must be noted however, that if a station calls on a frequency other than 2182 Khz or VHF Channel 16, the reply from the coast station will be on the associated coupled frequency and \underline{NOT} on the same frequency as that of the ship station e.g., if the call is made on 4125 Khz, the coast station will reply on 4417 Khz and \underline{NOT} on 4125. (See the table of frequencies in para. 17).

52. SHORTENED CALLING PROCEDURE ON VHF
Due to the usually exceptional clarity of VHF transmissions, the calling
procedure may be shortened to using the CALLED and CALLING stations names
twice only, e.g., DURBANRADIO DURBANRADIO THIS IS ALPHA ALPHA, except in
the case of Distress when it should ALWAYS be three times.

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53. BATTERIES.

As most stations operate by the use of batteries as their prime source of power, a basic knowledge of the operation of a battery is required to successfully maintain the apparatus in good working order.

The definition of a battery may be said to be:- A collection of cells wherein chemical energy may be converted into electrical energy and viceversa. Marine batteries are usually of the lead-acid type which are made up of a number of cells consisting of two sets of lead plates, separated by wooden or porous plastic separators, and filled with a dilute Sulphuric acid solution called the electrolyte.

One set of plates are the positive plates, made of lead peroxide and a chocolate brown colour when the battery is fully charged. The other set are the negative plates, made of pure lead, which should be a slate or purple-grey colour when charged.

When discharged, both the positive and negative plates form lead sulphate. This is caused by the chemical reaction during discharge when Sulphur and Oxygen are transferred from the electrolyte to the plates, thus reducing the Specific Gravity, or density, of the electrolyte. Plates in a discharged condition are easily recognised by this formation of lead sulphate, which appears as a white deposit on the plates. Upon recharging, providing the battery has not been left for too long in a discharged condition, the Sulphur is transferred back to the electrolyte and Hydrogen is given off to the air, thus increasing the specific gravity. If the battery has been left in a discharged condition for too long, the lead sulphate crystalises and becomes hard, causing the plates to buckle and possibly touch each other, resulting in a short circuit and making the battery unserviceable. In extreme cases, the casing may be damaged, allowing the electrolyte to leak and corrode the battery box or locker.

A Hydrometer is used to measure the specific gravity (S.G.) of the electrolyte, which will vary between 1270-1280 for a fully charged battery and 1150-1200 for a discharged battery. It is adviseable not to allow the S.G. to fall much below 1200 to prevent the formation of lead sulphate on the plates. Ideally the S.G. should be maintained around 1250 by regular charging or by keeping the battery on float charge. Try and develop the habit of checking the S.G. weekly, it only takes a few minutes and can save you money, or your life!

The electrolyte should be approximately 5mm above the tops of the plates and should be maintained at this level by the addition of distilled water when necessary (NEVER ADD ACID!).

The voltage of a single cell is normally 2 volts on load i.e., when the radio apparatus is switched on and drawing power, and therefore the voltage of a complete six cell battery (the type normally used for Marine purposes) is 12 volts. Most vessels use a 24 volt supply, but many small craft operate on a 12 volt supply, particularly if there is only VHF fitted.

54. BATTERY MAINTENANCE.

- Ensure sufficient initial charge.
- Give batteries plenty of work and liberal charging.
- DO NOT charge at too high a rate. c)
- DO NOT allow batteries to reach a low level (Volts & S.G.). DO NOT allow batteries to stand discharged too long. d)
- e)
- f) Charge batteries daily, if possible.
- Test S.G. weekly.

54. (continued)

Keep plates covered by electrolyte, topping up with distilled water when necessary (NEVER TOP UP WITH ACID!).

Check battery voltage daily, if possible. i)

- j) Keep terminals clean and covered with petroleum jelly to prevent build up of lead sulphate.
- k) Because batteries give off Hydrogen when being charged, DO NOT ALLOW NAKED LIGHTS in their vicinity.

1) Keep batteries and battery box/locker dry and well ventilated.

m) Check connections to terminals are tight and secure.

n)

DO NOT drop the battery or treat it roughly.
DO NOT leave metal objects lying loose in the battery box/locker. 0)

55. SIMPLE SYSTEMATIC FAULT TRACING ON FAULTY APPARATUS.

Ensure the power supply is switched on.

b) Ensure the supply voltage is correct (i.e., batteries not flat).

Check fuses (SWITCH OFF THE POWER SUPPLY FIRST TO PREVENT ELECTRIC c) SHOCK).

d) Check volume control is not turned down too far.

e) Check squelch control is not turned up too much.

f) Check the equipment is on the correct frequencies, or channel.

Check that the correct mode has been selected e.g., H3E or J3E. a)

Check all switches and visible connections. h)

i)

Check the antenna is connected and not damaged or shorting. If antenna current is lower than normal, check that there is no metal object touching it and causing a short. Also check that the lead out insulator is not dirty or salt fouled.

If, when listening on SSB J3E, you hear a strong whistle on ink)

coming signals, try listening on H3E.

1) If your equipment appears to be working satisfactorily but you cannot establish communication, check that you are in fact within

range of the station you are calling.

m) If you are in range of the station, check that you are using the optimum frequencies, i.e., during daylight hours, 2182 Khz for ranges up to 150 miles; 4125 Khz for ranges from 100 - 1000 miles; 8255 Khz for ranges from 200 - 2000 miles, etc. Remember that distances increase at night so you may be able to use a lower frequency than during the day.

56. VHF CHANNEL ALLOCATION.

CHANNEL ALLOCATION

16. International Distress, calling and answering.

6,8,10. Intership working.

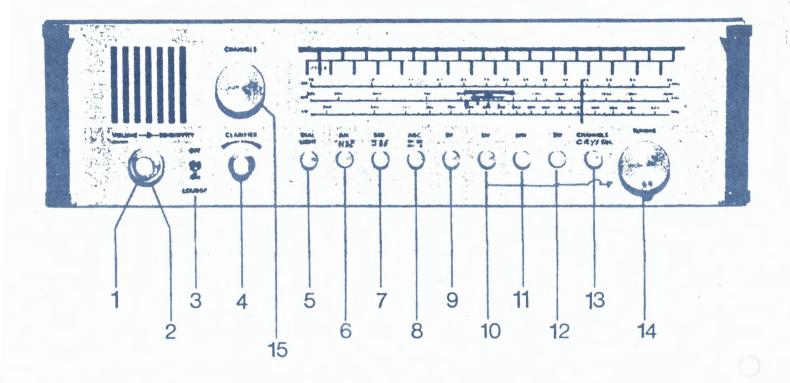
12,14. Port operations.

24,25,26,27,28. Coast station working & public correspondence.

There are of course many other channels in the VHF band, but the above are those most commonly used around the South African coast.

PRACTICAL OPERATION OF THE RADIO APPARATUS.

The following three pages describe how to operate the apparatus in the Radio Inspector's office, upon which you will be tested during the exam. Although reasonably self-explanatory, there is no substitute for actual experience, so try and find someone with a MANUALLY OPERATED SSB radio willing to give you some practice in operating, assuming that you do not have one yourself.



1. A. RECEIVER CONTROLS

1. B. S.S.B. RECEPTION

- . VOLUME. ON/OFF. Controls the sound output from the speaker,
- 2. SENSITIVITY. Controls the RF sensitivity.
- 3. OR/OFF RECEIVER POWER SHITCH
- 4. CLARIFIER. Fine tuning of frequency on SSB. Set for optimum voice quality.
- 5. DIAL LIGHT ON/OFF.
- 6. ANY H3E Switches the receiver to ANY reception mode.
- 7. Seb. 338 Switches the receiver to Seb mode.
- Switches from automatic gain control to manual RF gain control.
- 9. DF. Switches the DF aerial (if connected) to the receiver.
- 11. MW. Band switches.
- 12. SW.

LW.

10.

- 13. CRYSTAL Switches from variable tuning to crystal controlled channels.
- 14. TUNING. Variable tuning control.
- 15. CHANNELS. Switch for channel frequencies.

- 1. Switch on the receiver by SHITCH 3.
- 2. Turn the SENSITIVITY control 2. fully clockwise.
- 3. Push and button 7 and GHAMMAN button 13. and set AGC 8. to ON pos.
- 4. Select the desired channel with the CHANNEL selector 15.
- Adjust to a comfortable listening level with . LUME 1.
- Adjust for the most natural voice quality with CLARIFIER 4.
- 7. In some cases it can be advantagous.to switch out the automatic volume control.

This is done by pushing the AGC 8. to OFF position and then adjusting the SENSITIVITY 2. to the point where the receiver is not overloaded.

1. C. A.M. RECEPTION

Use the same procedure as under 1 B SSB RECEPTION except for the following:

Push AM 6. instead of SSB 7. Delete point 6.

1. D. BROADCAST RECEPTION

1. E. DIRECTION FINDING

Example: Tune to BME on BMD KHz, EX.

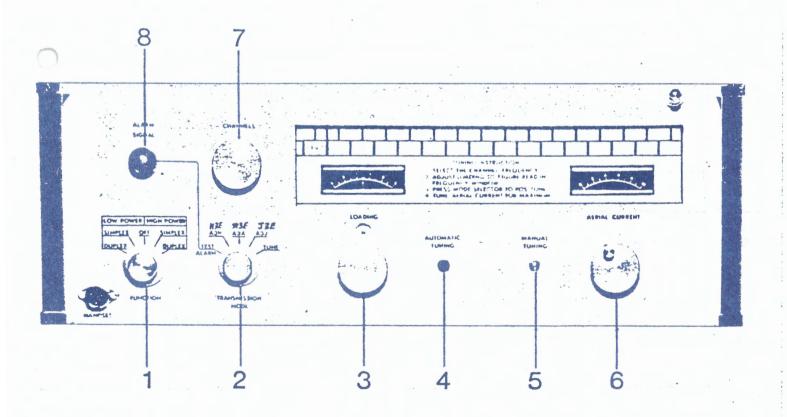
- Connect the receiver by turning the VOLUME control 1. clockwise.
- 2. Turn SENSITIVITY control 2. fully clockwise.
- 3. Push and button 6. and in lo. Set AGC 8. to position OFF.
- 4. Turn by TUNING 14. the dial pointer to 200 KHz in the diff range on the dial.
- Adjust to a comfortable listening level with VO-LUME.
- Retune finally by TUNING 14. for best sound quality and max. deflection on the "S" meter.

Example: Direction finding by use of a Radio Phame on the frequency 30% KHz.

- 1. Repeat the procedure as under BROADCAST RECEPTION. except, of course, that you now tune to 305 kHz. When the Radio Phore is heard and has been identified, the receiver is switched to Direction finding by pushing DF button 9.
- The bearing of maximum null (minimum signal strength) can now be obtained by rotating the DF aerial. Adjustment of the sensitivity control 2, will make the null more obvious.

1. F. TRANSMITTER CONTROLS

- FUNCTION. Mains power switch, switches between SIMPLEX/DUPLEX and HIGH or LOW power.
- 2. TRANSMISSION MODES. Switches between AMA, AMAR and test for ALARM SIGNAL and TUNE.
- 3. LOADING Matching of the aerial. (Not Arraicable)
- 4. AUTOMATIC TUNING. Indicates that the automatic tuning is in operation.
- 5. MANUAL TUNING. Indicates that the transmitter is ready for manual tuning.
- 6. ANTENNA TOUL. Tunes the aerial for max. current.
- 7. CHANNELS. Switch for channel frequencies.
- 8. ALARM SIGNAL. Push button for transmission of the ALARM SIGNAL.



G. TRANSMITTER OPERATION

Turn FUNCTION 1. to. HIGH POWER and to SIMPLEX or DUPLEX.

Select the channel wanted by CHANNELS 7.

Adjust LOADING 3. to letter shown in frequency window. ... (F) for ALL FREQUENCIES

Press TRANSMISSION MODE 2. to position TUNE.

Tune ANILMAR TUNE 6. for max. merial current.

Release TRANSMISSION MODE 2. and the transmitter is ready for use.

OBSERVE. The transmitter has three possible transmission modes: **Mon., **NONE** and **MONE**.

536 MAR is pure SSB, and this is the mode with the longest range of communication.

AME is a SSB transmission mode which can be used with AM, but the communication range is more limited.

is a special SSB transmission mode, where it is possible to syncronise the receiver, at the reception site, to the transmitter carrier wave. This system is little used at the present time because it needs a special receiver.

1. H. ALARM SIGNAL TEST

- . Turn the FUNCTION switch 1, to one of the ON positions.
- Place TRANSMISSION MODE 2. in position TEST A-LARM.
- 3. Listen to the alarm signal in the microtelephone and be sure that the alarm signal generator, generates alternating two tones, one at 1300 Hz and one at 2200 hz. Also make sure that the alarm generator stops automatically after about 45 sec.

1. J. TRANSMISSION OF ALARM SIGNAL

- . Turn PUNCTION switch 1. to HIGH POWER and SIMPLEX.
- 2. Select by CHANNELS 7. the 2182 KHz channel.
- Adjust LOADING 3. to letter shown in the frequency window. (Not APPLICABLE)
 - . Press TRANSMISSION MODE 2. to position TUNE.
- 5. Tune ANTENNA TWE 6. for max. aerial current.
- Place TRANSMISSION MODE 2. in position TEST ALARM and push ALARM SIGNAL 8.
- 7. Listen to alarm signal in the microtelephone and

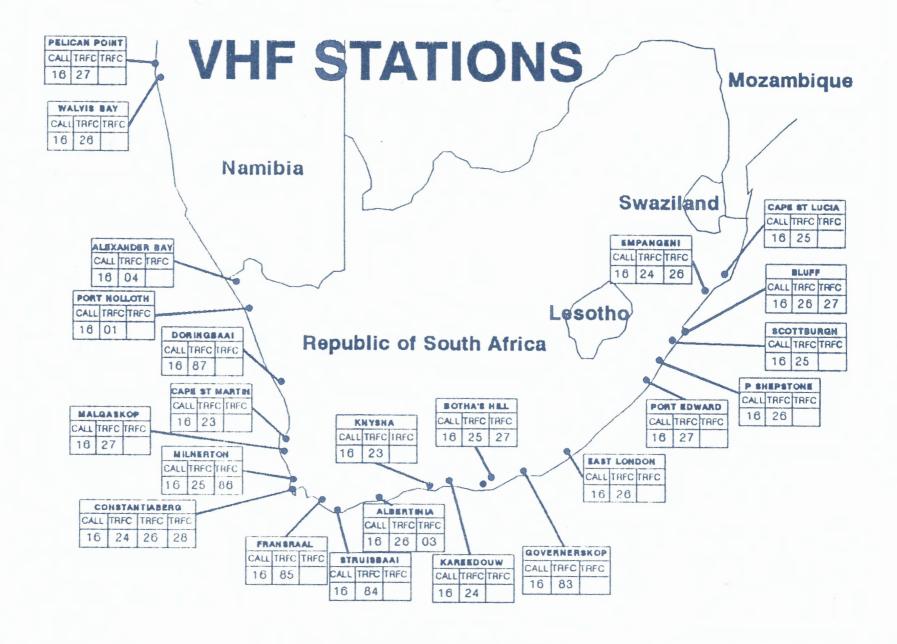
NOTE

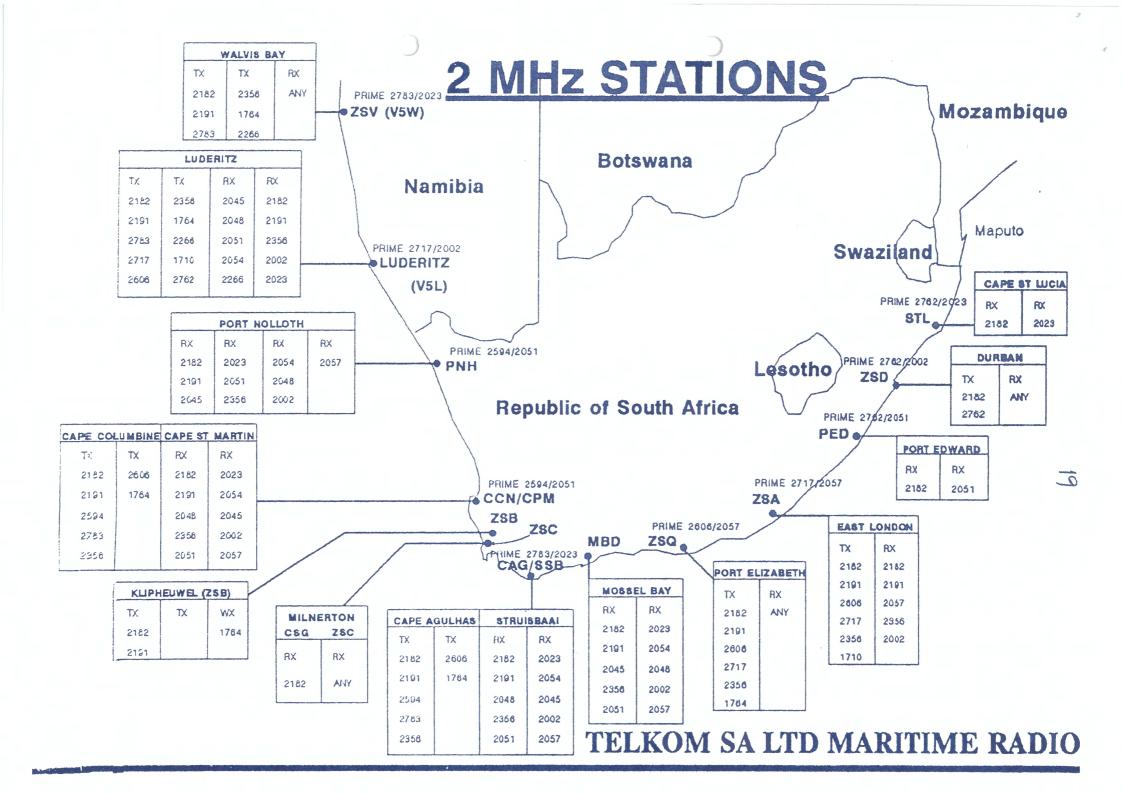
Pamiliarize yourself with the operation of the two tone alarm signal by reference to this handbook and the use of the TEST ALARM position on the transmission mode switch (refer to section 1.H.)

UNDER NO CIRCUMSTANCES, EXCEPT
A GENUINE EMERGENCY OPERATE
THE RED BUTTON MARKED
"ALARM SIGNAL" (8)
REMEMBER THAT AN ABORTIVE ALERT
OF THE RESCUE SERVICES AND
OTHER SHIPPING COULD RESULT IN
LOSS OF LIFE.

REQUIREMENTS FOR THE EXAMINATION.

- 1. Two identical photographs (30 \times 40 mm).
- 2. Personal Identity Number or passport number.
- 3. The prescribed examination fee.
- 4. When the contents of this brochure are fully understood, contact the Radio Inspector's office, Durban Radio, Pinetown, to arrange an appointment to take the examination, Tfn:- 7014923.
- 5. The examinations are conducted at Durban Radio, Pinetown, 20 Shepstone Road, New Germany every Tuesday and Thursday afternoon, beginning at 14h00.
- 6. BRING A PEN.





THE DURBAN OPERATING CERTIFICATE (PLEASURE CRAFT)

P.O. BOX 2224, DURBAN 4000
NATAL

THE DURBAN OPERATING CERTIFICATE (PLEASURE CRAFT)

1. INTRODUCTION

The Durban Operating Certificate DOC (Pleasure Craft) (formerly known as a "Pilots Exemption Certificate") allows the skipper of a registered pleasure craft to operate it through the harbour entrance in terms of the craft's seagoing clearance limits. The possession of a DOC does not permit clearing for another South Africa Port.

The DOC is not a yachting qualification, as issued by the national bodies such as the Cruising Association of South Africa (CASA).

The Port Captain delegates to the Durban Offshore Yachting Committee the first level control of the DOC. The Offshore Yachting Committee (OYC) is a group of amateur yachtsmen and power boat operators nominated by the Port Captain, or elected by the Durban Yacht and Boating Clubs which have offshore yachts on their register: Durban Boat Owners Association, Bluff Yacht Club, Natal Rod and Reel, Point Yacht Club and Royal Natal Yacht Club.

The following notes are issued to assist those people wishing to qualify for the DOC.

2. BEFORE APPLYING FOR EXAMINATION

Before applying for the test and examination the candidate must satisfy certain requirements:

- 1. Have adequate coastal/ocean sailing or power boat experience.
- 2. Have operated through the harbour entrance on a sufficient number of occasions.
- 3. Have obtained a restricted radio operators certificate (marine).
- 4. Be a member of a Durban Yacht or Boating Club as listed above.

2.1 ADEQUATE COASTAL/OCEAN YACHTING EXPERIENCE

It is not possible to be precise about what is an acceptable amount of experience since this depends upon the number of hours underway, weather conditions and the amount of responsibility the candidate has. Such experience takes time to accumulate and the OYC are unlikely to recommend anyone with limited sea-going hours even though they may be able to pass a theoretical examination. The

more sea-miles a candidate has, particularly in a position of responsibility such as a watch captain or navigator, the more favourable will be the Committee's view. A signed log book is adequate proof of such experience. Courses in local waters with a sailing school are generally very good but unlikely to be acceptable on their own. Additional practical experience will almost certainly be required.

However it is recognised that the regulations must not inhibit potential skippers from gaining experience. Two levels of DOC are therefore issued, similar to a learners and a full licence.

A provisional DOC is issued to those candidates who, in the opinion of the OYC, have sufficient grasp of the theory but require more practical experience, without formal guidance. The details of this are explained below, under 5.2.

2.2 HARBOUR ENTRANCE EXPERIENCE

Since traversing the harbour and passing through the entrance channel are the most critical operations as regards to interference with commercial vessels, the minimum experience is six day sails and one night sail for all candidates, irrespective of other experience.

2.3 RADIO LICENCE

Before applying to be tested by the OYC, restricted radiotelephone operator's certificate (marine) (VHF) must be obtained. Application forms can be obtained from the Post Office.

Durban ph. no. 3057521

ext. 335:

Mr Leonard Mr Gravette

Jhb 011-7720250:

ext. 227: Mr du Toit

Pretoria 012-29032111:

Mr Schweeper

The Offshore Yachting Committee accept a letter from the Post Office examiner in lieu of a licence which has been delayed.

2.4 CLUB MEMBERSHIP

Candidates must be a member of a Durban based Yacht/Boating Club recognised by the Port Authorities. Membership of a recognised Yacht or Boating Club may be acceptable for visiting yachtsmen/power boat operators with sufficient experience who wish to skipper a seagoing craft from Durban for a limited period (i.e. a few weeks holiday). Such people can be issued with a temporary DOC. A simple test may be required and the craft may be inspected.

2

The above does not apply to regattas such as Crystic Week, where the organising bodies (in conjunction with the Offshore Yachting Committee) organise blanket permission for visiting skippers to participate.

3. APPLICATION

To apply for the test by the OYC the candidate must obtain a form (Annex 1) from Point Yacht Club (3014787) or Royal Natal Yacht Club (3015425), costing ±R10, which is filled in and returned to the PYC addressed to the Offshore Yachting Committee — enclosing a receipt and a contact phone no. The candidate will then be contacted by the Offshore Yachting Committee and a date for the test will be finalised. These tests are usually held on the second and fourth Tuesday of each month however, for out of town yachtsmen, special arrangements can be made by writing a note to the Offshore Yachting Committee, or by contacting a member of the Offshore Yachting Committee, as far in advance as possible.

The application form must be filled in as fully as possible because this will determine the OYC's view as to whether the candidate can progress to a full certificate or be examined for a provisional. When appearing for the examination the candidate should bring any log book or other proof of this experience.

4. KNOWLEDGE TESTED

The test is generally oral, conducted by at least two examiners. Such an oral will take about 30 minutes. The subjects covered will include:

- 4.1 **Preparation** of the boat and crew for offshore, including what is to be checked and what instruction should be given to inexperienced crew. Procedures for licensing craft, filing a passage plan, obtaining offshore clearance for a yacht etc.
- 4.2 **Weather forecasting** how received and when. Simple self assessment of weather by winds, cloud etc.
- 4.3 **Knowledge of Durban Harbour** including names of various areas, channels and jetties. Harbour buoyage system (IALA). Lights on buoys, piers, jetties etc. Banned and waiting areas. Limits of the harbour.
- 4.4 **Harbour operation** as a commercial harbour. Understanding of ships movements, sound signals, harbour control lights, use of Channel 16, procedure for entering and leaving harbour. Use of leading lights as a navigation check. Difference between Durban Ra-

- dio, Durban Harbour Radio and Port Control. Sound signals of vessels under way.
- 4.5 **Selected flags** recognition and meaning ABCGHNOPVW.
- 4.6 **Distress signals** when in distress, Securite, Pan signals. Knowledge of various methods of signalling distress. Handling and setting off of flares.
- 4.1 Rules of the Road between vessels under power, between vessels under sail including rights of way at night, rights of way between pleasure and commercial craft.
- 4.8 **Recognition** of type of vessel and direction of movement by day and by night through shapes and lights, to be able to determine action to take. Ability to distinguish colours: white, red and green. Lights to be exhibited by yachts under sail and under power.
- 4.9 **Navigation** understanding of the meaning of variation and deviation, ability to convert true to compass or vice versa. Ability to take account of simple effects of current and leeway around Durban. To be able to fix a position by latitude and longitude or bearing and distance.
- 4.10 General aspects of local waters seamanship to include simple first aid; dealing with a fire or flood; picking up a man-overboard; picking up a tow; use of storm sails; simple engine checks; fuel bleeding; use of emergency steering etc.

5. WHAT NEXT?

5.1 FOR THOSE WITH SUFFICIENT EXPERIENCE

Once you have satisified the OYC you will be given two forms (Annex 2). An appointment is made to see the Port Liaison Officer (031) 3022088. The Port Liaison Officer normally gives an oral examination of 15 - 20 minutes during which time he asks such questions as he requires in order to satisfy the Port Authorities that you are competent to operate a craft around Durban and through the harbour entrance. When he is satisfied he will take one of the forms for his records and after a few days you will receive a letter informing you of the award of your DOC. Until you receive this letter you should not skipper a yacht through the harbour entrance because all the appropriate authorities will not have been notified. The second form, marked with the date of passing, is put in the PYC secretary's box for the Offshore Yachting Committee records.

5.2 FOR THOSE WITH INSUFFICIENT EXPERIENCE

If the OYC does not consider that you have sufficient sea going experience but have a satisfactory level of theoretical knowledge, they will issue you with a Provisional Durban Operating Certificate (Annex 3). One copy of this is sent to the Port Liaison Officer who will send you a letter granting you permission to operate through the harbour entrance as skipper of a pleasure craft for one calendar year.

The Offshore Committee becomes responsible for you during this period and will keep a watch over your standards of operating. If, as a committee, they feel that you have acted in an unseamanlike or dangerous manner, they may remove your provisional DOC and you have to start again.

At some stage in your provisional year, when you consider you have sufficient experience, you may apply for a full DOC. The OYC will accept you for test if you have increased your sea miles or have obtained a national certificate such as CASA award. The OYC will conduct a confirmatory test of your knowledge of the theory and then the procedure of para 5.1 above will apply.

The OYC will keep records of the provisional DOC's and will write to inform the Port Liaison Officer when each has expired so that the Signal Tower are notified and your perrmission to proceed offshore will be withdrawn. You will then have to start the procedure again.

6. PERMISSION

Your DOC allows you to operate a registered and cleared pleasure craft in the vicinity of Durban Harbour during day-light hours or at night during an exercise under the control of one of the clubs named above in section 1.

7. COASTAL CLEARANCE

This is normally achieved through the CASA organisation. However, the Port Captain has approved that yachtsmen with a full DOC may sail to Richards Bay. To gain this certificate of competence for a coastal passage to Richards Bay (Annex 4), contact the Committee of one of the clubs noted in section 1 who will issue you with the necessary document which must be presented to the Port Authorities when filing your passage plan. Special permission to skipper a yacht to Richards Bay or in night races and events may be granted to Provisional DOC holders, on application to the Offshore Yachting Committee.

8. RE EXAMINATION

The Offshore Yachting Committee may decide to ask for any DOC/Pilot's Exemption to be revoked until a person has been reexamined. This may occur:

- i. In the event of ill health, known excessive alcohol consumption etc.
- ii. Written or validated reports of a persons inability to handle a yacht or obey the regulations.
- iii. A person returning to Durban to skipper a vessel, after some years absence.

9. CONCLUSION

While the sections above may seem onerous please realise that the members of the Offshore Yachting Committee are themselves active but amateur yachtsman and power boat operators and some years ago also had to sit their Pilots Exemption, with equal trepidation. They are not trying to produce professional sailors, but just to ensure that no yachtsmen, by lack of knowledge or ability or through stupidity, can make the situation worse for other yachtsmen. The Port Authorities allow us to monitor and control our own sport without excess interference. The Offshore Yachting Committee aim to guard that privilege conscientiously for the future.

- In applying for any Offshore Yachting Committee inspection or examination the candidate absolves that Committee or its members from any future legal action.
- 11. This document has been prepared by the Offshore Yachting Committee and has been approved by the Port Captain of Durban but it may be altered as required by conditions, whereupon the Commodores or Chairmen of the Yacht and Boating Clubs and Associations in Durban will be notified so that they may inform their members.

ANNEX 1

INITIAL APPLICATION TO OFFSHORE YACHTING COMMITTEE FOR

RECOMMENDATION TO PORT AUTHORITIES FOR A

DURBAN OPERATING CERTIFICATE

FE	E FOR TEST : R10,00 F	RECEIPT NO.			
SU	RNAME	FIF	RST NAME		
AG	E PHONE	(OFFICE)	(Ho	OME)	
	mber of which Yacht Clu				
SA	ILING EXPERIENCE OF	FSHORE — DU	RBAN		
1.	How many times have	you been through	n the entrance	as a crew memb	er?
	BY DAY	TYPE OF CR	AFT	NAME OF CR	AFT
(a)					
	BY NIGHT	TYPE OF CR	AFT	NAME OF CRA	AFT
(b)					
2.	List coastal trips underta HAND etc	aken and your ro	ole on board i.	e. NAVIGATOR,	DECK-
	NAME OF CRAFT	SKIPPER	FROM T	O YOUR RO	OLE

3. Brief summary of any other offshore activites.

Eighing	YEARS/SEASON	TYPE/S OF CRAFT
Fishing:		
Round-the-buoy-races:		
Over-night races:		
Cruising:		
DATE	SIGNED	

N.B.:

- 1. APPLICANTS WITH INSUFFICIENT OFFSHORE EXPERIENCE WILL NOT BE TESTED FOR A FULL DOC.
- 2. APPLICANTS MUST BRING THEIR RADIO OPERATORS CERTIFICATE TO THE TEST.
- 3. EXPERIENCE LISTED ABOVE SHOULD BE PROVED BY LOG BOOKS ETC

ANNEX 2

APPLICATION FOR PERMISSION TO TAKE CHARGE OF SMALL CRAFT LEAVING DURBAN HARBOUR IN TERMS OF HARBOUR REGULATIONS

FULL NAME (in block letters	S)
Address	
Tel. No. (Home)	(Work)
Age	Club Membership
Class of Craft for which auth	ority is required: Motor/Sail/Both
Seagoing qualifications/expe	rience
IDENTITY No.	SIGNED (CANDIDATE)
	TTEES REPORT AND GENERAL IENT AND RECOMMENDATION
,	
DATE	SIGNED(CHAIRMAN OF EXAMINATION BOARD)

PROVISIONAL DURBAN OPERATING CERTIFICATE (PLEASURE CRAFT)

THE UNDERNAMED HAS BEEN EXAMINED BY THE OFFSHORE YACHTING COMMITTEE AND IS GRANTED PERMISSION TO TAKE CHARGE OF A PLEASURE CRAFT (POWER/SAIL/BOTH) OPERATING FROM DURBAN HARBOUR DURING THE HOURS OF DAYLIGHT ONLY.

NAME	
IDENTITY NUMBER	
ADDRESS	
TELEPHONE NO (W)	(H)
	N
THIS CERTIFICATE IS VAL	ID FOR ONE YEAR ONLY AND EXPIRES ON
	ONLY FOR CRAFT WHICH ARE AUTHORISED TO R IN TERMS OF HARBOUR REGULATION NO. 66.
DATE	SIGNED DURBAN OFFSHORE YACHTING COMMITTEE

COPY: 1. PORT LIAISON OFFICER

2. APPLICANTS YACHT CLUB

ANNEX 4

DURBAN OFFSHORE YACHTING COMMITTEE CLEARANCE CERTIFICATE DURBAN — RICHARDS BAY — DURBAN

This is to certify that I _	
I.D. No	am the Skipper of the
Yacht	and agree to and accept the following conditions.
DATE	SIGNED
· ·	ators Certificate for pleasure craft or Pilots Exemption Certifi-
	lub's Sailing Committee (or the Durban Offshore Yachting conduct Coastal Navigation Practice.
·	certificate to the Commodore (or his delegate) of the on arrival at Richards Bay.
4. This certificate expire	s one month after issue.
Issued by the	Yacht Club
Date	Designation
Signature	
Block Capitals	

CASA



5 VESPERDENE ROAD, GREEN POINT 8001 • P.O. BOX 5036, CAPE TOWN 8000 TELEPHONE (INT 027) 021 - 4391147/8 • TELEFAX (INT 027) 021 - 4340203



CRUISING ASSOCIATION OF SOUTH AFRICA

APPLICATION FOR EXAMINATION

Grade Applying for:
Date: Signature:
Surname:
Christian Names:
Identity Number:
Address:
Tel No. (Bus): (Home):
Yacht Club of which candidate is a member:
Member of CASA ?:
Sailing Schools attended:
If yes name of Sailing School:
Details of yacht being used for the practical examination:
Name of Yacht: Class:
Rig: Length:
Where moored: No of Crew:
FOR CASA USE
Name of Examiner:
Date of examinations:
Place:
Pass/Fail:
Secretary - Sailing

CASA EXAMINER'S REPORT

This report to be forwarded to the Secretary, CASA, P O Box 5036, Cape Town, 8000.

Ą	To be completed by the Candidate (Block	(Capitals please)
	Name	
	Address	
	Examination applied for: (Delete those not applicable)	Yacht Skipper (Local Water) Coastal Skipper Yachtmaster Offshore
	Sailing experience: Class of Yacht	
	Days/Hours:	
	Sailing School Course(s) completed	
	Type of course: (e.g. Yacht Skipper)	••••••
	Other relevant:	
	Instruction: (e.g. S A Navy)	
	Previously examined for:	Date Pass/Fail Pass/Fail
3	Examiner's recommendation to CASA Train	ning Committee.
	The Candidate, Mr/Mrs/Miss	not* demonstrated to my satisfaction,
	of astro-navigation*	ch can be completed without the use
	navigation*	e completed without the use of astro-
	_	
	*Delete whichever is not applicable. sea, please give reasons:	If the Candidate was not examined at
		Class LOA
	otherwise state:	Class LOAed, green or white.

the overall assessment for each Group, Comment on which items where the failure was marginal. COLLISION REGULATIONS DISTRESS AND EMERGENCY SAFETY EQUIPMENT Lights and Shapes Distress Signals General Sound and Light Signals Distress Flares Safety Harnesses Fishing vessels close in VHF procedure Lifejackets Restricted visibility Liferafts and dinohies SEAMANSHIP NAVIGATION Properties of modern ropes CARE AND MAINTENANCE Charts & publications Parts of the ship Knots and Splices General Chartwork Anchors and cables Gear failure Magnetic compass Mooring and anchoring General Maintenance Tides & tidal streams Effect of windage Position fixing Berthing and unberthing GENERAL ABILITY Buoyage & visual aids Towing Watch organisation Instruments Use of Dinghies Communication with crew Pilotage techniques General deckwork Delegation of responsibility Propellor & rudder effects Passage planning Customs regulations Limits of accuracy Flag signals Victualling Morse code Preparation for sea METEOROLOGY Knowledge of first aid Definition of terms FIRE PRECAUTION Visible phenomena Types of fires HEAVY WEATHER Interpretation of forecast Types of extinguisher Precautions Single observer forecasts Wind effects Use of warps GROUP POOR FAIR 600D V.600D EXCELLENT Collision Regulations Distress & Emergency Safety Equipment Fire Precautions Seamanship Care & Maintenance Heavy Weather Navigation Meteorology Boat Handling Engine Maintenance Man overboard drill General Ability

Examiners please note: Tick those items which were passed and cross those which were failed. Then tick

CASA



CRUISING ASSOCIATION OF SOUTH AFRICA

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YACHT SKIPPER (LOCAL WATERS)

CHARTWORK EXAMINATION

CANDIDATE:	• • • • • • • • • • • • • • • • • • • •			• • • • • • • • • • • • • • • • • • • •	• • • • •
REFERENCE:					
CHARTS REQUIRED					
DATE					
TIME ALLOWED:	3 HOURS				
INVIGILATOR:			EXAMINER		
QUESTIONS	CHART	MARKS	ATTAINED	8	
	• • • • • • • • • • • • •				
	• • • • • • • • • • • • • • • •			• • • • • • • • • • • • •	• • • • • • • •
	• • • • • • • • • • • • •				
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	• • • • • • • • • • • • •				• • • • • • • • •
• • • • • • • • • • • • • • • • • • • •				• • • • • • • • • • • •	
	TOTAL	• • • • • • • • •		• • • • •	
All working ie co sheets of paper a	mpass correction	ons, calcul with the c	lations etc. are harts.	to be shown on	separate
RESULT:		EXA	MINER:		
		DAT	E:		





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YACHTMASTER OFFSHORE CERTIFICATE

CHARTWORK EXAMINATION

CANDIDATE:		• • • • • • • • • • • • • • • • • • • •
RIEFERIENCE:		
CHARTS REQUIRED		
	• • • • • • • • •	
DATE		
TIME ALLOWED:	3 HOURS	
INVIGILATOR:	EXAM	INER
QUESTIONS	CHART	MARKS ATTAINED %
•••••		
••••		
	TOTAL	******
All working ie compass corr sheets of paper and submit	ections, calculations ted with the charts.	s etc. are to be shown on separate
RESULT:		EXAMINER:
		DATE:

CASA



CRUISING ASSOCIATION OF SOUTH AFRICA

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APPLICATION FOR EXAMINATION

YACHT SKIPPER (LOCAL WATERS), COASTAL OR YACHTMASTER OFFSHORE

ALL EXAMINATIONS

- 1. The purpose of the examination is to test your ability as the skipper of a coastal or offshore cruising yacht. All the various questions put by the examiner are designed to give you the opportunity to show that you have this ability. There are no trick questions, neither are there any "CASA model answers" required.
- 2. The examiner will be aware that you are likely to be apprehensive about the examination and will try to ensure that he asks questions or sets tasks clearly and unambiguously. If you do not understand a question, hesitancy in answering can only be interpreted as lack of knowledge. Candidates will not be penalised for asking examiners to clarify a question.

ORAL EXAMINATIONS

- 3. The normal duration of an oral is 3 hours, in some cases it can be completed in a shorter time, in others it takes a little longer.
- 4. During the examination, you may be asked to carry out practical tests in chartwork and ropework. You should therefore, provide your own drawing instruments and rigging knife and spike. Any necessary charts and navigational tables will be provided by the examiner. No reference books may be used by candidates during examinations.

PRACTICAL EXAMINATIONS

- 5. The provision of the yacht for a practical examination is the responsibility of the candidate. The yacht must be in a sound, seaworthy condition and equipped at least to the standards for Grade 4 set out in the CASA Recommended Minimum Safety Requirements for Yachts proceeding to sea from harbours in the RSA. The candidate must ensure that adequate crew are available to man the yacht efficiently and that charts, navigational publications, fuel, water and victuals sufficient for 18 hours at sea (6 hours for Yacht Skipper (Local Waters) are on board.
- 6. During the examination, crew members will be asked not to take the initiative in an attempt to make the skipper's job easier. It is the skipper who is being examined and if the crew sail the boat in spite of, rather than because of, the skipper's presence, it will be impossible to carry out a satisfactory examination. Please ensure that your crew understand this.
- 7. If you suffer from any physical disability which impairs your ability to play a full and active part in the sailing of the boat, please make this known to the examiner before the start of the examination.

- 8. Examinations contain an element of navigation, but candidates must remember that it is their overall ability as sippers and not just their skills as navigators, which is being tested. Concentration on navigation to the detriment of good seamanship, can lead to a failure of the examinaton.
- 9. If the weather conditions on the day of the examination are such that the wind is so light as to preclude a fair test of sailing ability the examiner is empowered to postpone the examination until a late date. Similarly, very strong winds may prevent you from putting to sea and necessitate a postponement of the examination.

PARTIAL RE-EXAMINATION

10. Candidates who narrowly fail to show the required standards of knowledge may, at the discretion of the examiner, take a partial re-examination on the earliest convenient date.

NOTIFICATION OF EXAMINATION RESULTS

11. On completion of the examination, the examiner forwards a report to the CASA Sail Training Committee, on the basis of which the decision to award or withhold a certificate is taken. The CASA Sail Training Committee will endeavour to indicate the reasons for withholding a certificate, which it is considered are within the candidates ability to rectify.

EXAMINATION FEES (with effect from 1st April 1994)

Examination fees must accompany application for examination.

	CASA MEMBERS	NON-MEMBERS
Yacht Skipper (Local Waters)	R 102,60	R 171,00
Coastal Skipper	136,80	205,20
Yachtmaster Offhore	171,00	239,40
Partial re-examination 50% of	relevant charge per part	of exam.

The rate for the Non-Members includes a subscription to CASA for 1 Year, on completion of a membership application form.

CERTIFICATES OF COMPETENCE

13. On successful completion of the examination, the candidate will be issued with an A4 size certificate and a record sheet of the award of the certificate, for affixing in the candidates Logbook on the appropriate page. Also issued is a credit card sized certificate of competence, for which an identification photograph (size 23mm x 29mm) is required.

SUBMISIONS OF APPLICATIONS

- (a) Application form, together with the examination fee.
 - (b) One identification photograph, size 23mm x 29mm
 - (c) A copy of your VHF Radio Operator's Licence.
 - (d) A copy of your hours logged in your logbook.

Submissions must be posted to : The CASA Office Durban, P O Box 2224, Durban, 4000

CRUISING ASSOCIATION OF SOUTH AFRICA TO WHOM IT MAY CONCERN CHANGES TO QUALIFICATIONS FOR SKIPPER'S CERTIFICATES

At a National Examiner's Seminar held in Cape Town on 9th May, 1992 certain changes to the qualifications required for Coastal Skipper and Yachtmaster Offshore Certificates of Competence were discussed and proposed to Council, which met on 13th June, 1992.

1	The following October, 199	ng proposals were adopted by Council, with effect from 1st
	1.1	that the experience required for Coastal Skipper be increased to:
	,	1.1.1 15 days on board as skipper or watch captain with 800 miles logged in tidal waters in the open sea,
		1.1.2 at least three passages of 60 miles or more 1.1.3 48 hours night watchkeeping
		1.1.4 periods on board in excess of 12 hours, but less than 24 hours may be counted as a day. At least 8 full periods of 24 hours must be included.
	1.2	that the experience required for Yachtmaster Offshore be increased to:
		1.2.1 30 days living on board a yacht in commission (a day being defined as 24 hours living aboard), of which 50% must be at sea under way
		1.2.2 2500 miles in total as minimum
		1.2.3 48 hours night watchkeeping
		1.2.4 a minimum of three passages of not less than 100 miles non-stop as skipper. All of these to be overnight passages.
2	It was furt 1992:	ther agreed by Council that, with effect from 1st October,
	2.1	candidates for Yachtmaster Offshore Certificates must first qualify for the Coastal Skipper Certificate.
	2.2	it was however agreed that, at the examiner's entire discretion, an exceptional candidate may be upgraded by the examiner if the candidate was informed early during the examination that the examination will be conducted at the higher level. (The Practical Chartwork examinations for Coastal and
		Offshore are different)
	2.3	a candidate who did not quite pass the examination for Coastal Skipper may, at the examiner's entire discretion be awarded a Local Waters Certificate.
3	The follow: June 1993.	ing proposals were adopted by Council at their meeting in
	3.1	Coastal Skipper has been limited to within 50 miles of the coastline,
	3.2	Yachtmaster Offshore has been extended to include a mastery of electronic position fixing devices,
This	note is iss	ued to be inserted into the Yachtman's Logbook and for the

This note is issued to be inserted into the Yachtman's Logbook and for the guidance of examiners and sailing schools.

Eric Wells Administrative Manager

31st August 1993



MISSION STATEMENT

We promise

- 1. To give you honest, professional advice on the purchase of your yacht whether it be new or second hand, monohull or multihull.
- To back you up with sound after-sales service and to assist you through the complicated and bureaucratic maze that faces the first-time boat buyer.
- 3. To give you free training (up to Skipper level) that will make the world your oyster; to give you the confidence to enjoy a wonderful lifestyle; to visit places not possible in any other way.
- 4. To give you sound investment advice, which for many, may be their biggest capital outlay ever (a poor choice of yacht can not only be financially embarrassing but also life-threatening).

New Yacht Dealerships: Best Available Worldwide

We represent Marine Projects UK, the manufacturers of Moody and Eclipse yachts. They are the largest manufacturers of pleasure craft in England with 200 years of boat building experience behind them.

We represent Fountaine Pajot of France, the world's largest manufacturers of catamarans. They have been in business for 17 years and the French are acknowledged as the leaders in design and technology in multihulls.

Used Yachts/Overseas

We have associates in the United States, the UK, Turkey and Italy for the supply of good quality used yachts in these areas: with a shortage of stock in South Africa access to these markets could be advantageous to a used boat buyer.

CHRIS BONNET

Thuis Cours



Models: 336 • 35 • 38 • 44 • Eclipse 33 • 38 • 43

(Built by Marine Projects (Plymouth) Limited).



38 Fenton Road, Durban 4000 • Tel. (031) 301 5726 • Fax. (031) 307 1257

That famous Moody quality is in better shape than ever.

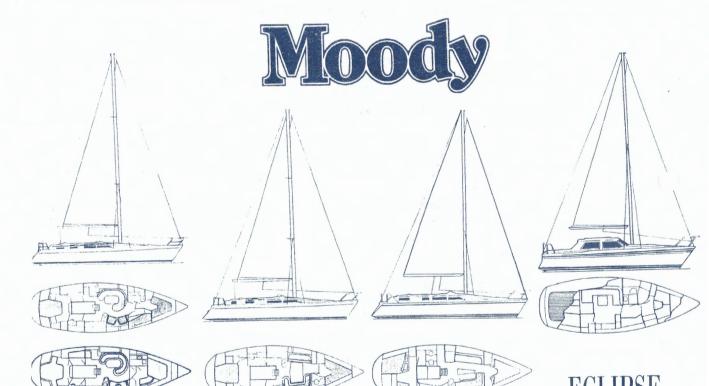
Beneath the striking high performance lines of the new Moodys lies all the

lines of the new Moodys lies all the quality for which Moody yachts have been famous for generations.

The Moody of the '90s is a model of contemporary design for fast cruising. Performance is more than just speed. It's also outstanding seakeeping, and the sort of impeccable handling that makes a boat a joy to sail

boat a joy to sail. Add to that Moody's incomparable talent for capacious, luxurious accommodation, and no one can be in any doubt that today's Moody is every bit as good as it

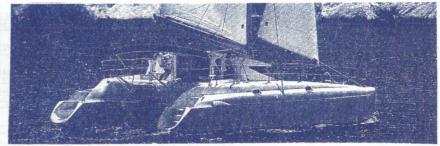


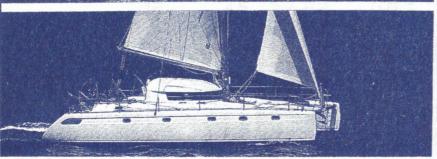


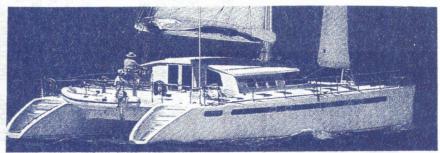
TOBAGO 35'

ATHENA 38'









VENEZIA 42'

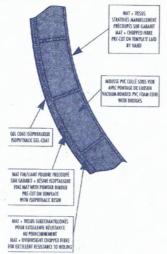
PRODUCTION FACILITY

Fountaine Pajot is one of the rare companies which has maintained and developed its activity despite the difficult international economic situation. There are two main reasons for this:

- Financial strength: the nett worth of Fountaine Pajot has been increasing regularly over the past 10 years, enabling them to offer their customers high security in relation to their investment and a guarantee of subsequent service.
- An international dimension: the spread of international sales between the American, European and Asian zones enables Fountaine Pajot to take advantage of the most favourable areas in relation to economic cycles and hence retain sufficient sales volume.
 Means of production.

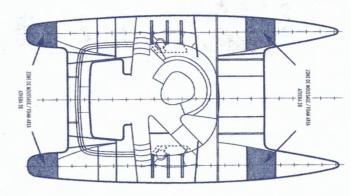
In addition to the very modern 5.500 sqm factory already in operation. Fountaine Pajot is building an additional 1.300sqm section to enable them to carry out very rigorous finish inspection using a water spray unit and test tank. Everything is provided to enable all the features of a boat to be tested. This is in the last stage in the quality plan started 2 years ago.

Sole S.A. Distributors - Ocean Yacht Sales



CONSTRUCTION SANDWICH / SANDWICH CONSTRUCTION

MARQUISES 56'



UNSINKABLE - Tobago 35, Athena 38 & Venezia 42'



IMPORTANT NOTES TO REMEMBER WHEN BUYING A SECOND-HAND YACHT:

- 1. ALWAYS GET A SURVEY FROM AN INDEPENDANT QUALIFIED MARINE SURVEYOR NEVER FROM A BOAT REPAIR COMPANY OR AN ORGANISATION ASSOCIATED WITH A YACHT BROKER.
- 2. MAKE SURE THAT THE YACHT YOU ARE BUYING IS DESIGNED FOR THE SAILING YOU WANT TO DO BE WARY OF A YACHT LISTED AS A CRUISER/RACER SUCH A HYBRID IS SELDOM A SUCCESSFUL COMBINATION.
- 3. IF YOU HAVE NEVER SAILED BEFORE YOU ARE STRONGLY ADVISED TO DO A SAILING COURSE FIRST. IF YOU HAVE NO SAILING KNOWLEDGE THEN IT IS SIMPLY NOT POSSIBLE TO MAKE A CORRECT VALUE JUDGEMENT OF WHAT YOU WANT TO PURCHASE THE COST OF A SAILING COURSE IS A FRACTION OF THE CAPITAL COST OF A CRUISING YACHT.

- 4. DON'T BE INFLUENCED BY 'BAR TALK': BY PEOPLE WHO HAVE NOT DONE ANY CRUISING OR WHO HAVE ONLY RACED YOU WILL GET SOME VERY MIXED AND CONFUSING ADVICE.
- 5. THE CASE OF MONO HULLS VS MULTIHULLS IS COMPLEX AND NEVER DECISIVE AS TO WHICH IS THE BEST ROUTE TO TAKE PARTICULARLY WITH THE ARRIVAL OF THE LATEST 'STATE OF THE ART' MULTIS IN THE LAST FEW YEARS: INCIDENTALLY, THERE IS NO SUCH THING AS A 'LOW COST MULTI'S REMEMBER YOU PAY FOR WHAT YOU GET AND IN YACHT CONSTRUCTION IT IS BEHIND WHAT YOU CANNOT SEE THAT IS VITAL.
- 6. LASTLY, GET ADVICE FROM THE REAL PROFESSIONALS WITH A TRACK RECORD OF HAVING TRAINED MANY THOUSANDS OF YACHTSMEN OVER THE LAST 14 YEARS, WE BELIEVE THAT WE CAN GIVE YOU UNBIASED ADVICE AND CAREFUL GUIDANCE ON THE PURCHASE OF YOUR YACHT.

SALES

FINANCE

TRAINING

INSURANCE

DURBAN OFFICE:

38 Fenton Road, Durban 4001

Phone:

301 - 5726/66

After Hours: (031) 304 6787 Fax: (031) 3071257

Fountaine Pajot CATAMARANS



SAIL THE WORLD'S MOST ADVANCED AND EXCITING CRUISING CATAMARANS



UNSINKABLE 3 Doubles 2 Single berths 1 Head



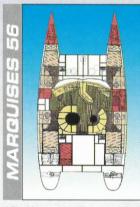
UNSINKABLE 4 Doubles 2 Heads / showers



UNSINKABLE 4 Doubles + 2 single berths 2 Heads / showers



UNSINKABLE 4 Doubles en-suite + 2 singles Separate galley.



4 Doubles en suite plus separate crew quarters/heads plus singles. Bar and lounge area plus many extra

FOUNTAINE PAJOT-ON A BEARING OF EXCELLENCE FROM THE VERY START

"As the years pass Fountaine Pajot is becoming the worldwide yardstick in cruising catamarans. This is the fruit of constant work, feedback from customers and meetings with the top members of the profession the world over. In Polynesia and Hong Kong, Miami and Pointe-a-Pitre, New Zealand and Japan, Greece and Spain, one Fountaine Pajot catamaran meets another Fountaine Pajot catamaran. Today there are more than 450 cruising catamarans produced by the company sailing the seas of the world. Today, or tomorrow, you will draw benefit from the experience of the millions of miles already sailed by other Fountaine Pajot catamarans. This unique experience is behind our commitment to high quality. It is on this basis that we welcome you into the catamaran culture.... Welcome on board", Jean-Francois Fountaine



Built to European ISO 9002 standards: 5 Year guarantee on hulls. 800 Hulls, 17 years experience.



OCEAN YACHT SALES

ISO 9002: ITS EFFECT ON YACHT VALUES

Now that we are back in the International fold, local buyers of yachts had better think very carefully about the effects ISO standards will have when applied to yacht construction, and the eventual re-sale value of yachts manufactured in South Africa.

Major builders in Europe have decided to build to the ISO 9002 standard, because at last it gives the buyer a quality "marque" by which yacht construction can be judged - the days of the slick yacht salesman are over (in many cases they make the much maligned second hand car salesman look as innocent as a Sunday school teacher).

Undoubtably, this is going to seriously affect the value of second hand yachts - particularly from "no-name" builders from countries like South Africa - who build yachts, often in open sheds, and who accept sub-contractors on a "best price policy" - in many instances using untrained and unqualified labour. In fact, yachts from these sources will eventually become almost unsaleable - as has happened to most Ferrocement yachts in recent times.

Buyers must take a much more clinical and less emotional look at the construction methods; the track record of the builder; and the quality of the staff it employs - and in particular, the research organisations (if any) it consults with. South Africa has an appalling record of bankruptcy in the yacht building sector - of the 13 yachts that we have purchased for the Academy in the last 17 years, 5 of the companies we dealt with (and who promised on-going support & back up service/guarantees), are no longer in business. Three of these yachts, still in operation, are beginning to suffer from gelcoat deterioration.

It is experiences like these, and many other such sad stories, that must make buyers of yachts in South Africa very seriously consider the overseas option, which at the end of the day, is more likely to protect what is mostly a very expensive investment.

FOUNTAINE PAJOT -

a background to the technology used in the construction of their catamarans

Advanced technology and its applications

All raw materials, and all equipment incorporated into the construction of Fountaine Pajot catamarans have been previously tested according to a certain number of criteria which correspond to our specific demands regarding these materials; robustness, efficiency, design....These studies and tests comprise important technical exchanges with manufacturers, on the one hand; and strict collaboration with research laboratories, on the other. Once this work has been carried out, we select those materials which perfectly respond to our needs.

In the field of laminated wood, an isophtalic gel coat and the same kind of resin are used to impregnate the fibres. Their resistance to hydrolysis is far better than that of the resins usually employed. For glass fibres, after a thin dull coating, powder binding material, applied

after the gel coat, we have selected bi-directional glass fibre.

This is made of two layers of uni- directional fibres oriented at 45° from the horizontal axis, which offers the best possible resistance to torsional stress to which sailing boats are subject.

Furthermore, the entire hull is 'sandwich vacuum bagged', thus providing rigidity, phonic and thermal insulation and in-submersibility. Finally, the superstructure, the sails and the motorisation (ventilation, speed control, choice of propellers) are the subject of a great deal of work in collaboration with the manufacturers.

In collaboration with engineering schools, Fountaine Pajot carries out study and research programmes in many fields:

- calculation of the structure of multihulls with the "Institute National des Sciences Appliquees" (I.N.S.A.)
- non destructive controls of composite sandwich structures with the "Ecole Normale Superieure" (E.N.S.) in Cachan
- study of composite assemblies for interior stratification.
- study and ageing of polyester polymetacrylate assemblies with the P.S.A. laboratory in la Rochelle.
- characterisation of materials with the BUREAU VERITAS and the IFREMER.

Quality, Exactness and Perfection

Quality, exactness and perfection...these are the three key words of the Fountaine Pajot guide lines. Since such a project is of course managed in the long term, Fountaine Pajot may today gather further the fruits of this approach began several years ago, with, notably; the establishment of internal and external manufacturing qualification tools; - manufacturing controls and tests, - product and team work responsibility; - tracing and identifying raw materials and equipment.

To-day, Fountaine Pajot pursues this approach more than ever, and the latest catamarans in the range carry an official quality stamp representing the twelve European stars; foreshadowing the quality label (I.S.O. standard 9002*), which now mark the boats from the European work sites with acknowledged knowhow.

ISO 9002

ISO 9002 designates five European specifications (ISO 9000 to ISO 9004), that describe the guarantees given by a supplier to his customer, so that latter is certain of always receiving high quality products. These take into account three fundamental needs: - the customer's needs, - the suppliers needs, - the firm's needs.

ISO 9002 describes what is compulsory for factories which build and sell their production. 16 European countries have signed these specifications.

Chris Bonnet
Chief Executive

For further informtion on Fontaine Pajot catamarans contact -





OCEAN YACHT SALES



MISSION STATEMENT

WE PROMISE

- 1. TO GIVE YOU HONEST, PROFESSIONAL ADVICE ON THE PURCHASE OF YOUR YACHT WHETHER IT BE NEW OR SECOND HAND, MONOHULL OR MULTIHULL.
- 2. TO BACK YOU UP WITH SOUND AFTER-SALES SERVICE AND TO ASSIST YOU THROUGH THE COMPLICATED AND BUREAUCRATIC MAZE THAT FACES THE FIRST TIME BOAT BUYER.
- 3. TO GIVE SOUND INVESTMENT ADVICE, WHICH FOR MANY, MAY BE THE BIGGEST CAPITAL OUTLAY EVER (A POOR CHOICE OF YACHT CAN NOT ONLY BE FINANCIALLY EMBARRASSING BUT ALSO LIFE-THREATENING).
- 4. TO GIVE FREE TRAINING (UP TO SKIPPER LEVEL) THAT WILL MAKE YOUR SAILING SAFER; TO GIVE THE CONFIDENCE TO ENJOY A UNIQUE LIFESTYLE; WITH THE OPPORTUNITY TO VISIT PLACES NOT POSSIBLE ANY OTHER WAY.

NEW YACHT DEALERSHIPS: BEST AVAILABLE WORLDWIDE

WE REPRESENT MARINE PROJECTS UK, THE MANUFACTURERS OF MOODY AND ECLIPSE YACHTS. THEY ARE THE LARGEST MANUFACTURERS OF PLEASURE CRAFT IN ENGLAND WITH 200 YEARS OF BOAT BUILDING EXPERIENCE BEHIND THEM.

WE REPRESENT FOUNTAINE PAJOT OF FRANCE, THE WORLD'S LARGEST MANUFACTURERS OF CATAMARANS. THEY HAVE BEEN IN BUSINESS FOR 17 YEARS: THE FRENCH ARE ACKNOWLEDGED AS THE LEADERS IN DESIGN AND TECHNOLOGY IN MULTIHULLS.

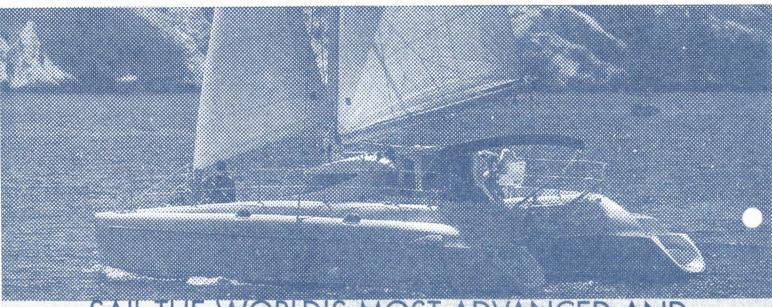
FRANCE'S BOATING INDUSTRY SUPPLIES THE WORLD WITH MORE THAN TWICE AS MANY PRODUCTION SAILBOATS AS ANY OF ITS CLOSEST RIVALS; IT PRODUCES MORE INFLATABLE CRAFT THAN ANY OTHER; SELLS MORE SAILING CHARTER HOLIDAYS THAN ANY OTHER; AND HAS A DOMESTIC MARKET THAT IS PROBABLY SECOND ONLY IN SIZE TO THE USA.

USED YACHTS/OVERSEAS

WE HAVE ASSOCIATES IN THE UNITED STATES, THE UK, TURKEY AND ITALY FOR THE SUPPLY OF GOOD QUALITY USED YACHTS IN THESE AREAS: WITH A SHORTAGE OF STOCK IN SOUTH AFRICA ACCESS TO THESE MARKETS COULD BE ADVANTAGEOUS TO A USED BOAT BUYER.

CHRIS BONNET
CHIEF EXECUTIVE

Foundaine Pajot CATAMARANS



SAIL THE WORLD'S MOST ADVANCED AND EXCITING CRUISING CATAMARANS



UNSINKABLE 3 Doubles 2 Single berths

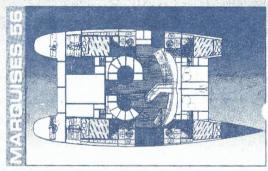
1 Head



UNSINKABLE 4 Doubles 2 Heads / showers



UNSINKABLE 4 Doubles + 2 single berths 2 Heads / showers



4 Double en suite plus separate crews quaters/heads plus 2 singles. Bar and lounge area plus many additional extras available.

FONTAINE PAJOT-ON A BEARING OF EXCELLENCE FROM THE VERY START

As the years pass Fountaine Pajot is becoming the world wide yardstick in cruising catamarans. This is the fruit of constant work, feedback from customers and meetings with the top members of the profession the world over. In Polynesia and Hong Kong, Miami and Pointe-a-Pitre, New Zealand and Japan, Greece and Spain, one Fountaine Pajot catamaran meets another Fountaine Pajot catamaran. Today there are more than 450 cruising catamarans produced by the company sailing the seas of the world. Today, or tomorrow, you will draw benefit from the experience of the millions of miles already sailed by other Fountaine Pajot catamarans. This unique experience is behind our commitment to high quality. It is on this basis that we welcome you into the catamaran culture... Welcome on board, Jean-Francois Fountaine.



Built to European ISO 9002 standards: 5 Year guarantee on hulls. 17 years experience.



SOLE DISTRIBUTORS

OCEAN YACHT SALES

Tel. (031) 301 5726 or Fax. (031) 307 1257 • Contact Chris Bonnet, Roger England • 38 Fenton Road, Durban 4000

Models: 336 • 35 • 38 • 44 • Eclipse 33 • 38 • 43

(Built by Marine Projects (Plymouth) Limited).



For full details contact:

OCEAN YACHT SALES: SOLE S.A.DISTRIBUTORS

38 Fenton Road, Durban 4000 • Tel. (031) 301 5726 • Fax. (031) 307 1257

That famous Moody quality is in better shape than ever.

Beneath the striking high performance lines of the new Moodys lies all the quality for which Moody yachts have been famous for generations.

The Moody of the '90s is a model of contemporary design for fast cruising. Performance is more than just speed. It's also outstanding seakeeping, and the sort of impeccable handling that makes a boat a joy to sail.

Add to that Moody's incomparable talent for capacious, luxurious accommodation, and no one can be in any doubt that today's Moody is every bit as good as it looks.







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- 3. IF YOU HAVE NEVER SAILED BEFORE YOU ARE STRONGLY ADVISED TO DO A SAILING COURSE FIRST. IF YOU HAVE NO SAILING KNOWLEDGE THEN IT IS SIMPLY NOT POSSIBLE TO MAKE A CORRECT ASSESSMENT OF THE YACHT YOU WANT TO PURCHASE. THE COST OF A SAILING COURSE IS A FRACTION OF THE CAPITAL COST OF A CRUISING YACHT.

- 4. DON'T BE INFLUENCED BY "BAR TALK": BY PEOPLE WHO HAVE NOT DONE ANY CRUISING OR WHO HAVE ONLY RACED -YOU WILL GET SOME VERY MIXED AND CONFUSING ADVICE.
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SALES

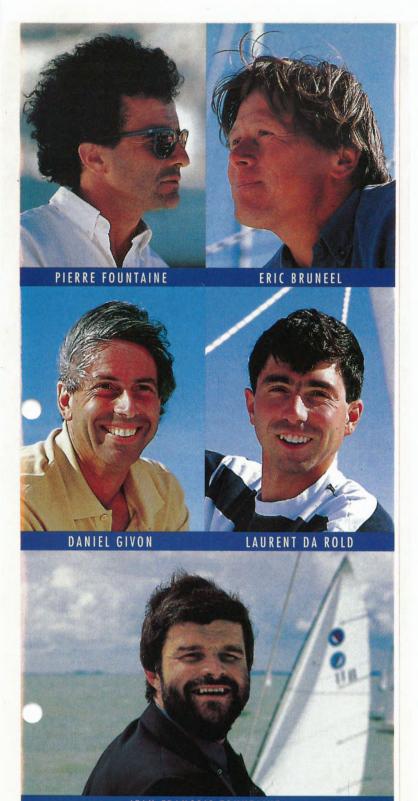
FINANCE

TRAINING

INSURANCE

HEAD OFFICE 38 Fenton Road, Durban, 4001 Phone: (031) 301-5726 \ 66

Fax: (031) 307-1257



THE HIGHEST STANDARDS, BORN OF EXPERIENCE

It is fairly easy to present the members of the Fountaine Pajot team since, with the variety of their characters, they all have in common:

- the love of a job well done
- a competitive spirit
- the spirit of the open sea and ocean experience.

Pierre Fountaine, the Sales Manager, has already won the Half Ton Cup twice. Eric Bruneel, Export Manager, is a great international champion in sport catamarans. He travels the world to promote the range of crusing catamarans. Yves Pajot, one of the greatest French champions in all sizes and types of boat: dinghies, multi-hulls, the Americans Cup, etc. Daniel Givon, the General Manager has more than 20 years experience in the boat building industry. Laurent Da Rold, has already cruised in Norway and Corsica. He is the engineer of the IDN and in charge of building. Jean-Francois Fountaine, Managing Director: from dinghy racing to victory in trans-atlantic races, he has enormous experience in sailing!

PRODUCTION FACILITY, 7000 SO M OF HIGH TECHNOLOGY

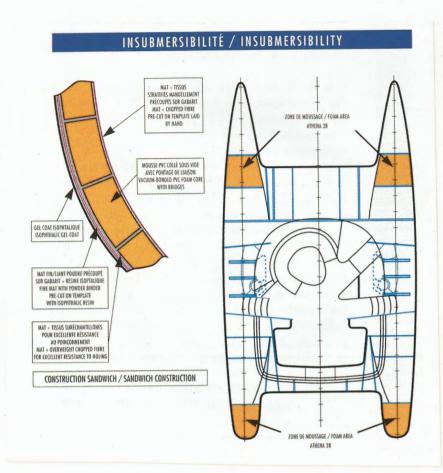
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Means of production

In addition to the very modern 5,500 sq m factory already in operation, Fountaine Pajot is building an additional 1.300 sq m section to enable them to carry out very rigorous finish inspection using a water spray unit and test tank. Everything is provided to enable all the features of a boat to be tested. This is the last stage in the quality plan started 2 years ago.





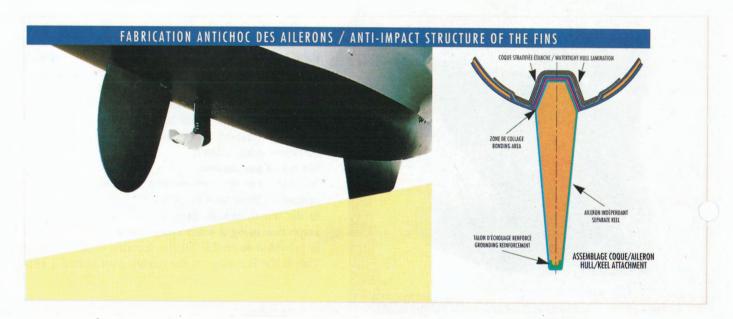
THE HIGHEST STANDARDS FOR YOUR SAFETY

Safety is the constant priority, safety requirements dominate the building work.

Insubmersibility

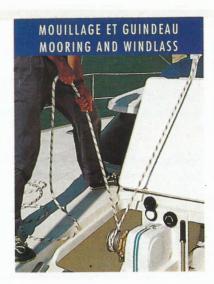
On Fountaine Pajot catamarans, buoyancy is achieved in 3 ways:

- Sandwich construction: thanks to their sandwich construction the hull and the bulkheads provide a great deal of positive buoyancy.
- Expanded material in the corners of the boat: because of the very large amount of interior space available we have room to expand polyurethane foam in the 4 corners of the boat. In addition, the position of the material increases the flooded stability of the boat. The fins are also filled with expanded polyurethane.
- The anti-impact structure of the fins: the fins make an important contribution to the protection of the hulls, the engine, the propeller and the rudder. Moreover, when drying out the boat rests on its fins. We intentionally chose fins by independently from the hull, so that even in the event of a very heavy impact the water tightness will not be affected, and it will be easy to repair or replace the fin.



FOUR MODELS TO CHOOSE FROM





THE HIGHEST STANDARDS FOR YOUR COMFORT

We attach great importance to comfort in our boats.

Slatted beds

Slatted beds are especially suitable for use at sea because of: their suppleness, the ventilation they provide for the mattress and the bedclothes. Our slatted beds on the Venezia 42 and the Marquises 56 are specially made to measure.

Mooring and windlass

The windlasses on our boats are used not only for hauling in the anchor, but once the anchor is made fast, they are also used to hoist the mainsail. In this way sail handling is made easier by using electrical energy (see photo).

Refrigeration

When we mould a cold space, we inject polyurethane foam between the inside and the outside moulds.

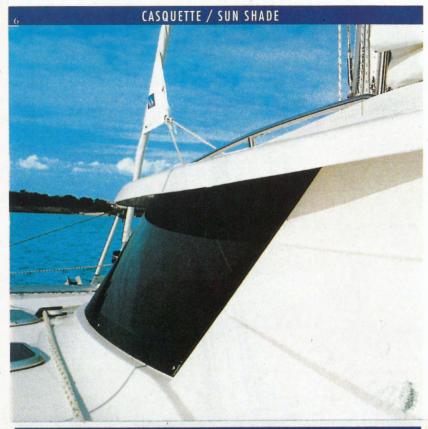
In this way we can be certain that no thermal bridge will be created and heat loss by radiation will be completely eliminated.

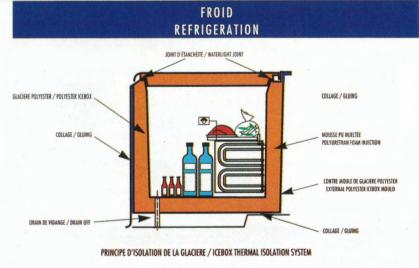
Sun shade

The most characteristic visual feature of our boats is the sun shade which eliminates the greenhouse effect inside the boat. Also, the sun's UV rays no longer affect the inside of the saloon and so there is less deterioration of the woodwork and fabric fittings.

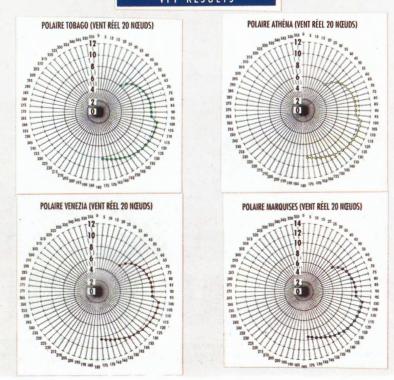
THE HIGHEST STANDARDS FOR HIGH PERFORMANCE

Although the Fountaine Pajot range of cruising catamarans is intended for cruising and not for racing, the sailing and motoring performance guarantees very interesting cruising. Fountaine Pajot catamarans are very efficient, especially when close hauled. See VPP results. The company works with architects and universities to optimise performance while keeping the smallest possible draught.

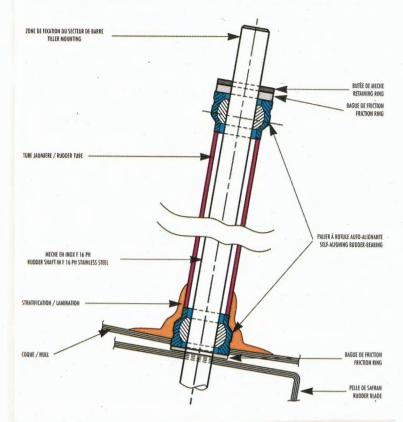




VPP RESULTS



LA MECHE DE SAFRAN RUDDER BLADE



THE HIGHEST STANDARDS GUARANTEE YOU RELIABILITY

A well maintained boat will retain its qualities for a long time because it has been built with the greatest possible attention to reliability.

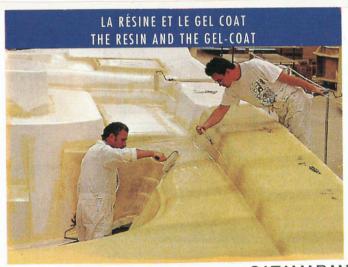
The resin and the gel-coat are of the isophthalic type. It is true that they are more expensive than ordinary resins and gel-coats but they guarantee better resistance to hydrolysis. Moreover the glass fibre mats have a powder binder, the resin impregnates them better and they are carefully laid by hand. The composite material made in this way has the best possible reliability.

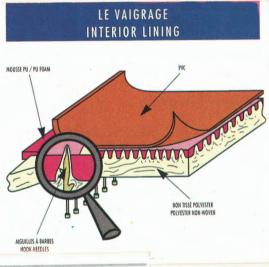
Rudder blade

This most essential item for the accurate steering of the boat is made from steel, and mounted on a self-aligning bearing. The tiller will remain smooth, accurate and very stable for very many long years.

Interior lining

In the past many manufacturers of interior linings have used material with foam backing. This technique is no satisfactory because the foam absorbs humidity and deteriorates. The lining manufacturers have produced special rot-proof lining materials for Fountaine Pajot. They are backed with glass fibre felt.





Fountaine Pajot



DAY ONE

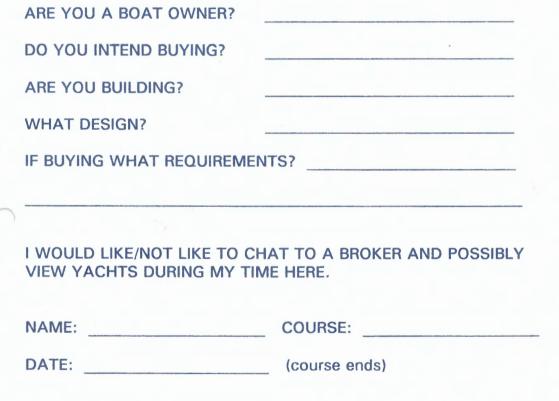
Hi Folks,

A warm personal welcome from Libby and I, and all at Ocean Sailing.

We sincerely hope that you have a really good week aboard.

Do please just fill in this short questionnaire so that, if you are a "keen boat buyer", then we can assist you and get to know your requirements, whilst you are on the course with us.

Our broking consultants in the OCEAN YACHT SALES division, are always around and delighted to assist you. Please just introduce yourselves. Their desks are on the opposite side to Celia, behind Libby.



HAVE A GREAT TIME!

CHRIS BONNET

(Ref OYS/Day One)



● SALES ● FINANCING ● INSURANCE ● TRAINING 38 Fenton Road, Durban, 4001 Phone: (031) 301-5726/66 After hours: (031) 304-6787 Fax: (031) 307-1257

Familaine Papel

CATAMARANS



CONFIRMATION OF BOOKING

(YACHT HAND and\or YACHT SKIPPER)

Thank you for your deposit of R	securing	
berths on the yacht Skipper	course	OCEAN
starting on 27 November	8_a.m. and finishing	SAILING
on 1 December at 12	.: 00	38 Fenton Road, Durban, 4001 Phone: (031) 301-5726/66 After hours: (031) 304-6787 Fax: (031) 307-1257

Please remember that deposits are not refundable and that the balance of fees are to be paid in full on enrolment.

Attached please find a list of clothing, etc, which you may find useful. For those of you taking up the livaboard option please note the following: Unfortunately due to maintenance of yachts, we are unable to accommodate students on the night before the course commences or the 5th night. If you need a nearby hotel do ring us. However, if you are doing 2 consecutive courses then of course you can stay aboard the night prior to the second course.

Please note: There are two options on the **Yacht Hand** and **Yacht Skipper course.** You have chosen Option ______.

OPTION A: 4 DAY COURSE: Our full programme for both the Yacht Hand and Yacht Skipper course always ends at 6 pm on the fourth evening. You are, therefore, then free to depart and will write your short Yacht Hand exam at home, returning it for marking within 10 days. (There is NO ROPE LECTURE). We then mail certificates to you.

OPTION B: 5 DAY COURSE: The extra half day, ie Day 5, is spent writing your exam and having a rope lecture before receiving your results and certificate. You are free to travel home from noon.

Whatever your choice, we will give you an excellent time. We look forward to your arrival and promise you a 'wonderful week in the world of sail'.

Kind regards

LIBBY BONNET

99

YACHT HAND and\or YACHT SKIPPER

A GEAR TO BRING

- Seabands or seasick pills Valoid, Sturgeron or the Scopoderm plasters (or refer to your doctor/chemist)
- * If you would like to stay aboard, sleeping bag/single sheet and pillowcase (pillow supplied).
- * Warm clothing in case its chilly, light anorak/windcheater (wet weather gear supplied). Shore shoes, casual clothing for evenings, PYC insist on long trousers for men and T-shirts with collars after 7 pm. Pack all clothes in carry bag. (There is a laundry next door). Correct sailing shoes see below no. 6.
- * Smoking rule will apply.

B MANUALS:

Yacht Hand Manuals will be given on arrival.

Yacht Skipper manuals will be posted to you on receipt of your course deposit.

C ALSO AVAILABLE IN OUR SHOP

Sailing shoes (R50), tog-bags, hats, T-shirts, sweatshirts.

PLEASE NOTE:

- 3. POINT YACHT CLUB PARKING TICKETS: These will be available for you from 0745 hrs on Day One. Just park outside OSA, 38 Fenton Road, and pop inside to collect your ticket. We will direct you to the PYC parking. If you require undercover parking telephone the Esplanade Garage (031) 3015172.
- 4. **LUNCHES:** Either pack a sandwich lunch, fruit, etc or purchase from the cafe next door to us after your morning lecture en route to the yacht.
- 5. **DRINKS:** Most people buy from the cafe, and there is always plenty of fresh water on board.
- 6. SHOES: Do not wear your soft soled shoes bring them with clean soles in a packet to be used only on board the yacht. This is very important as we do not want ROAD GRIT ON THE DECKS many thanks.

Ref conf

38 Fenton Road, Durban, 4001

Phone: (031) 301-5726/66 After hours: (031) 304-6787 Fax: (031) 307-1257

ATTENTION

FAX

FROM DATE

CELIA COLEMAN 17 OCTOBER 1995

Dear

Thank you for your fax - and we look forward to having you aboard on your Yacht Skipper course 27 - 1 December. Just to answer a few of your questions:

- 1. Unfortunately, the temporary membership of the Point Yacht Club is to your account (R20.00) to pay on arrival, which incudes parking. (When group booking came, we did take care of the bill but this is not usual!).
- 2. Restaurants we will phone around for specials etc in the morning before you go out to sea, and make any bookings you would like.
- You may skipper a boat out to sea, in day light hours only, with your D.O.C, and radio licence. We cover this in the Yacht Skipper course.
- 4. Durban Operator's Certificate: This is for a skipper operating in and out of Durban Harbour. I have posted a copy of the DOC booklet for you to read. To book: telephone Kathy Poulter (Offshore Committee) on (031) 7013911. The short oral exam is taken at the Royal Natal Yacht Club every 2nd and 4th Tuesday of the month at 5:30 p.m. Cost R20.00 Next dates are 12 Dec, 28 Nov and 23 Jan. After your exam with the Offshore Committee, you then proceed to the Port Captain for another short test. Basically, if the Offshore Committee pass you, then so will the Port Captain! I suggest you purchase a harbour chart to learn the lights, buoys etc etc.
- Radio Licence: Contact Mr Peter Lennard (031) 2074158 at Post and Telcom who is the Radio "Chief". This is a short exam, usually multiple choice type questions, on Tuesdays. Booking essential. He will advise you with your licence you already have.
- 6. On your Yacht Skipper course we do cover a little radio procedure (and hand out notes) and cover D.O.C.

I hope I have answered your questions - please do fax me if you require any further information.

Kind regards

CEMIA COLEMAN

Corporate structure: Ocean Sailing Management Systems c.c CK CK 88/05765/28. Members P.Acutt, F.C Bonnet (Yachtmaster), E.G Bonnet, J.M. Burgess CA (SA) B.A.L.L.B. HONS. B. COMPT.

Approved to Yachtmaster Ocean by the Cruising Association of South Africa (C.A.S.A)